

MOUTRIE'S

"MY TIPPY
CANOE"

The China Mail.

ESTABLISHED 1848

October 17, 1921. Temperature 73

Barometer 29.93

Rainfall 0.00 inch.

Humidity 94

October 17, 1920. Temperature 72.

No. 18,391

一拜禮

號七十月十年一十二百九千一英

HONGKONG, MONDAY, OCTOBER 17, 1921.

日七十月九百廿年十國民華中

PRICE, \$3.00 Per Month.

BUSINESS NOTICES

ARRIVED



SEPTEMBER RECORDS.

S. MOUTRIE & Co., Ltd.

HAWTHORNE & PEARSON

Ladies' and Gentlemen's Tailors

LATE OF SAVILE ROW LONDON.

NEW & EXCLUSIVE STYLES.

No. 1, UNION BUILDINGS, 1st FLOOR,
LATE (HOTEL MANSIONS).
HONGKONG.

DRAGON MOTOR CAR CO., LTD

(THE EUROPEAN GARAGE)

Open and Closed
CARS FOR HIRE
TEL 482 in Hongkong and Kowloon. TEL 482
8552

\$50.—
Will purchase a good style
FLUSH CLOSET
of best English manufacture complete
with Flushing Tank and Seat.
\$50.—
at C. E. WARREN & CO., LTD.,
30/32 Des Voeux Road.
SPECIAL TERMS FOR FITTING.

"PHILIPS"
APHILIPS LAMP
IS A PERMANENT
ECONOMY
SOLE AGENTS
Holland-China Trading Co.
Hong Kong

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel 634.

ANNOUNCEMENT.

WE BEG TO ANNOUNCE TO OUR NUMEROUS
CUSTOMERS AND PUBLIC IN GENERAL THAT WE
HAVE JUST RECEIVED A LARGE AND BEAUTIFUL
SELECTION OF THE WORLD'S FAMOUS CRYSTAL

BACCARAT

WE CORDIALLY INVITE INSPECTION.
J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES

(Reuter's Service to the China Mail.)

ASIA MINOR PROBLEM.

GREEKS TO EXPLAIN THEIR ATTITUDE.

ATHENS, October 16.
The Chamber by 227 out of 240 votes passed a vote of confidence in the Premier, M. Gounaris who with the Foreign Minister, M. Baltazis, accordingly embarked on a destroyer to-day for Brindisi en route to Paris and London to explain the views of Greece with regard to Asia Minor to the governments of the powers. The Chamber was packed while there were large crowds outside. M. Gounaris' speech was frequently applauded. He stated that Greece now occupied six times as much territory in Asia Minor as was provided by the treaty of Serres and almost the entire railway system, but in spite of undoubted Greek superiority the enemy refused to submit. Referring to the action of the "self-styled government of Constantinople," M. Gounaris considered the real Turkey was the government at Angora. He said that Greece held the mandate of three great powers in Asia Minor but a more complete entente therewith was necessary.

LATER.

M. Gounaris and M. Baltazis will also visit Rome.

AMERICAN RAILWAY STRIKE THREAT.

MEN STRONGLY OPPOSE WAGES REDUCTIONS.

NEW YORK, October 16.
It is anticipated that if the threatened railway strike eventuates over half a million men will cease work on October 30. Two million men will be out on November 20. The men are already opposed to the 12 per cent. reduction in wages ordered by the Labour Board. A subsequent notice of further cuts has added fuel to the flame. The President of the Chicago Great Western Railway predicts that the railways will be able to carry on owing to the absence of public sympathy with the railway men. The *Tribune*, explaining that the public had to submit to reduction of incomes and it does not see why the railway men's wages should be maintained at war level.

WORLD WIRELESS.

IMPORTANT INTERNATIONAL AGREEMENT.

PARIS, October 16.
An important international agreement providing for co-operation in full development of scientific and technical improvements of wireless services throughout the world was reached by the four principal wireless and telegraph companies of the British Empire, France, Germany and the United States. The agreement includes an arrangement which will prevent wasteful use of the relatively few wave lengths available for long distance communication.

STARVING TARTARS.

TWO TERRIBLE MONTHS OF WANDERING.

REVAL, October 16.
Thousands of starving Tartars from the Volga region have arrived at the town of Gdow on the north-eastern shore of Lake Peipus. Half the party died of starvation during two months' wanderings. The refugees were directed to the Estonian frontier on the ground that foodstuffs were more easily procurable there than elsewhere.

FAMOUS PACIFIC NAME.

THE "EMPERESS OF INDIA"

Sometimes, even in the day's news, there is a certain element of "human interest" in things inanimate. Two items recently could be treated by the various editorial departments according to their own peculiar styles with headings to range from the pathetic to the ridiculous; from "Empress on Her Last Legs" to what appears at first glance to be a world-wide political situation. "Prinz-Friedrich-Wilhelm" becomes the "Empress of India."

From Bombay, comes the news that the "Empress of India," long famous on the Pacific, has fallen upon evil days. From London comes the news that the Canadian Pacific has renamed one of the great, ex-German liners, recently purchased, the "Empress of India," says the *N. O. Daily News*.

GIFT FROM AN INDIAN PRINCE.

Soon after the start of the Great War, the Maharaja of Gwalior purchased from the Canadian Pacific the

"Empress of India" which was presented to the British Government and renamed the "Loyalty." It was fitted out as one of the most perfectly equipped hospital ships in service and sailed from the Persian Gulf on November 22, 1914. She performed noble and heroic service for five years with a record of voyages in which over 18,000 patients of all nations were safely transported.

She was then turned over to an Indian company to be operated, but owing to various difficulties and delays she has been laid up in the harbour at Bombay. Now, still idle at that port, she faces a rather uncertain future and it is reported that this one-time Empress of the Pacific, sister ship to the "Empress of Japan," may never again be used for passenger service.

But the name long famous on the Pacific will not pass from marine history as the announcement is made that the Canadian Pacific has bestowed the name of the "Empress of India" upon the former German liner, the "Prinz-Friedrich-Wilhelm." It was originally planned to name this ship the "Empress of China" but this name has now been given to

MALABAR REVOLT.

OFFENSIVE AGAINST REBELS IMMINENT.

BOMBAY, October 16.
A message from Malabar states that a great offensive against the rebels is expected to begin almost immediately.

SPECIAL MILITARY COURTS.

SIMLA, October 16.

Martial law ordinance has been promulgated providing for the constitution of military courts to try certain offences in the martial law area, including the commission of acts calculated to interfere with the success of military or police operations, or communication to the rebels of information with regard to the movements of troops or police. The courts will consist of first class magistrates or sessions judges with powers similar to a summary general court martial but death sentences must be confirmed by the general commanding the district.

FRENCH NEWS.

PAPERS REJOICE OVER BRITISH FRIENDSHIP.

LONDON, October 16.

The papers are giving prominence to a *Times* leader emphasizing the necessity for the English-speaking democracies and France keeping close together. The papers are rejoicing over the perfect harmony between France and Britain over the Upper Silesian question—Harse.

VINTAGE RESULTS.

Persistent drought is greatly hampering autumnal tillage. Vintages is less abundant than expected but quite first rate in quality.

JAPANESE LOAN.

It is unofficially reported that Japanese negotiations respecting a French loan of Yen 50,000,000 due in the middle of November have resulted in a two years' renewal on very favourable terms.

COMPENSATION FOR SINN FEIN OUTRAGE.

MAJOR'S WIDOW RECEIVES £10,000.

LONDON, October 17.

The Recorder at Cork has awarded £10,000 to the widow of Major Compton Smith who was captured by Sinn Feiners while on a sketching expedition at Blarney in April and subsequently shot. Lord Castlemaine was awarded £101,359 as compensation for the destruction of Moydrum Castle on July 3. The widow of Brigadier-General Lambert who was shot while returning from a tennis party on June 20 was awarded £9,000.

GENERAL PERSHING ARRIVES.

ENTHUSIASTIC RECEPTION IN LONDON.

LONDON, October 16.

General Pershing, accompanied by Field Marshal Wilson, was met at Victoria Station by a distinguished company, including Lord Lee of Fareham, Sir L. Worthington Evans, and representatives of other ministries and departments on his arrival from Paris. A great crowd of British and Americans vigorously cheered him. General Pershing luncheon with the Duke of Connaught at St. James Palace to-morrow.

the C.P.R.'s latest acquisition, the ex-German "Thyritz." This new "Empress of India" has been chartered from the C.P.R. by the Cunard Company for several trips on the Atlantic service to replace the "Mauretania" while the latter is being repaired, following a recent fire.

The "Empress of India," while the "Prinz-Friedrich-Wilhelm," was in service last summer between Liverpool and Quebec under charter to the C.P.R. from the Reparations Commission. She was returned to the Commission as the steamer accommodation was not up to C.P.R. standard, owing to the old style of open steerage used by the German companies. Later she was acquired by the C.P.R. by purchase for service on the Pacific, after having been completely remodelled and brought up to Canadian Pacific standard. She is a steel twin-screw steamship of 17,500 tons, 589 feet in length and 88 feet in breadth.

The new "Empress of China," formerly the "Thyritz," is also a steel twin-screw steamship, of 19,300 tons, 588 feet in length and 78 feet in breadth. After being converted into an oil-burner she will be similar in equipment and standard to the "Empress of Britain."

BUSINESS NOTICES

Between Season's Goods.

A few good-value, low-priced lines being featured for One Week at Mackintosh & Co., Ltd.

Flannel Shirts
Seasonable light-weight Cotton
Flannel Shirts in assorted colored
stripes \$6.50 each.

Grey Flannel Trousers
London-made, ready for wear.
All sizes from 32 waist; exceptionally low priced ... \$14.50.

Paris Garters at \$1.25 pair.

"Love" White Handkerchiefs
Mercerized Cotton at \$6.50 doz.

Silk & Wool Underwear
Light-weight quality beautifully
soft and comfortable to wear.
All sizes in stock. \$10.50 with.

Large Assortment of Fancy Ties
Also Plain Barthes Silk, assorted
colours from \$2.00, \$2.50,
\$3.00 & \$3.50.

Assorted Plain-Coloured Elastic Braces, Ivory fittings ... \$1.75.

"Pyramid" Handkerchiefs
Fancy colored borders. \$7.50 doz.

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.

16 Des Voeux Rd.

Tel. 29.

HAVE ALL YOUR
PRESCRIPTIONS DISPENSED
QUICKLY AND ACCURATELY
WITH
DRUGS OF THE BEST QUALITY

At
THE PHARMACY
Tel. 345. FLETCHER & CO., LTD., 21, QUEEN'S ROAD.
AND REMEMBER YOUR PRESCRIPTIONS ARE
DISPENSED PERSONALLY
BY
FULLY QUALIFIED EUROPEAN CHEMISTS.

ARE YOU PLANNING TO SEND ANYTHING
HOME THIS CHRISTMAS?

SHOP EARLY AND BE ON TIME

THE QUALITY HOUSE

has a new stock of CHRISTMAS commodities.

Silver Ware
ToysChocolates
Perfumery

CHRISTMAS CARDS
(any assortment)

COME AND VISIT

THE WING ON CO., LTD.,

Des Voeux Road, Central.

Phone 196

Provision Dept. Phone 2893. Phone 198

KAM HING KNITTING COMPANY.

Manufacturers of:
Socks, Singlets, Jerseys, Sweaters, etc.
24, Haiphong Road, Kowloon. Telephone K 577.
Manager, WONG KAM FUK.

ROUYER, GUILLET & CIE.

COGNAC.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

IZAL

AS A

DISINFECTANT

STANDS ALONE

AGENTS

W. B. LOXLEY & Co.

October 15.

October 13

PALACE HOTEL

SUNSHINE AND COMMON SENSE

AFAB: EBBB



(This Advertisement is issued by Westminster Tobacco Co. Ltd.)

The Ku Klux Klan, the dreaded secret anti-negro organization of the Civil War, has revived and expanded to a membership of 650,000, with "domains, realms, and klans" in every State of the Union. It is exposed and denounced by the *New York World* as a law-defying menace to the nation, an organization which preaches racial and religious hatred of Jew, Roman Catholic, negro, and alien, and whose members bind themselves by terrible oaths to give unquestioning obedience to an "emperor." It is alleged that he Klan, instead of being a legitimate rebirth of the old organization, with the motto "White supremacy," has now put the negro question on one side, and is to-day, primarily an anti-Jew, anti-Catholic, anti-alien organization, spreading rapidly through the north and west by appeals to local or sectional prejudices and hatreds, and by promising every member that

his pet aversion shall be the object of a Klan visitation of masked men equipped with whips and tar and feathers. The knights of the Ku Klux Klan Incorporated have become a great modern enterprise, conducted upon up-to-date business lines, which sells its membership for \$2, of which 50 per cent. goes into the treasury of the "Invisible Empire."

Colonel William Simmons, until a few years ago an obscure professor of western history, is the "Imperial wizard or emperor." Edward Clarke, the "Imperial Kludge," or Chancellor of the Exchequer, is a professional publicity man. These two, with Mrs. Elizabeth Tyler, owner of the *Searchlight*, the organization's journal, constitute "the big three," who control the secret army. The *New York World's* revelations are based on the confessions of a former "high official" who renounced the sacred oaths on the ground that the Klan was revealed to him as "an unpatriotic, lawless menace to the peace and security of the United States." This ex-member declares that the Klan to-day is nothing more than a throw-back to the centuries when terror, instead of law and justice, ruled the lives of men.

THE DOLLAR.

To-day's closing rate 2/10 5/8.
To-day's opening rate 2/11 1/8.

CORRESPONDENCE.

THE LECTURER.

(To the Editor of the "China Mail.")

Sir,—Some years ago a typhoon struck this colony causing great loss of life and some damage to property. The incident is not yet forgotten and when typhoon signals are now hoisted there is considerable activity preparing for a dangerous contingency. Those who warn us of approaching danger perform a very useful service even if they give us no further assistance in preparing to meet the danger or in showing us how to avoid it. If we do not take these steps ourselves we must take the consequences.

Civilizations that existed before ours have broken up and perished. The condition of our own is at present far from vigorous. Like those who issue the typhoon warnings, Dr. Hodgkin has pointed out some symptoms which, like the grossly unequal distribution of wealth, indicate danger of world wide magnitude. He has not indicated how to meet the danger or how to avoid it. But he has advised us to take the matter into consideration—to discuss it amongst ourselves. He has not pointed out a remedy for economic ills, or even made a diagnosis of the case, but he has warned us that a remedy must be found if society is to be saved. He has not attempted to save us except by warning us that we must make some effort to save ourselves. He has not pointed out the particular truth that may save us; but he warns us that we must look for it, and that when we have found it, we must follow it wherever it may lead. But who knows this truth? Who dares to look for it? Who, if he found it, would dare to proclaim it in this Colony? Who dare point out the economic causes which doom some men to build houses and let others inhabit them which make some men plant vineyards and give other men the fruits thereof? Who dare indicate the causes of the unjust distribution of wealth? Who dare advocate a remedy that would abolish parasitism and leave the fruits of labour to the labourer? Can there be found in the Colony enough just men to save it? Can the Christian community give us a leader whether Bishop, Priest or Layman who can stand up for the truth on economic questions? If not, the lecturer has failed.

Yours etc.,

A MERCHANT.
Hongkong, October 16, 1921.

THE HARBOUR RUMOUR.

SEEMS TO BE ONLY THAT.

Questioned on Saturday about the rumour that Mr. William Chatham C.M.G., M.I.C.E., a former Director of Public Works, was returning here to take charge of the big harbour scheme planned by Sir Maurice Fitzmaurice, the Colonial Secretary Mr. Claud Severn C.M.G. said he had seen the reference to it in the China Mail but knew nothing about it.

TYPHOON WARNING.

The telegram quoted below was received by the local American Consulate General from the Manila Observatory at 2 p.m. to-day:—
Cyclone or typhoon S. of the Bonin Islands moving W.N.W. or N.W.

Our popular M.O.H. Dr. Pearce, had a distressing accident Friday night, falling on the concrete path and breaking his left wrist.

In accordance with a telegraphic communication just to hand from the Ministry of Communications at Peking, the additional charges in aid of the North China Relief Fund, of ten and twenty cents for each copy of telegrams to Kwangtung Province and to other provinces, respectively, which are for the period of one year beginning from the 1st of November, 1920, will be no longer collected from to-day by this administration.

The C.P.R. R.M.S. "Empress of Russia" arrived at Shanghai on Oct. 16 (10 a.m. left there Oct. 7 p.m.) and is due at Nagasaki on Oct. 17 (9 a.m.). The P. & O. S.S. "Nelson" left London on Oct. 12 and is expected to arrive at Hongkong about Nov. 22.

LATEST SHIPPING NEWS.

ARRIVALS.

Telemachus, (W. F. S. S.) from Saigon.—B. 15.
Hanyang, (B. & S.) from Bangkok.—G. 17.
Taikoo Wan Yi, (B. & S.) from Balek Papan—Quarry Bay.
Chihli, (B. & S.) from Canton.—C. 46.
Pakhoi, (B. & S.) from Canton.—C. 43.
Sinkiang, (B. & S.) from Shanghai, Swatow.—B. 12.
Machson, (B. & S.) from Liverpool, Singapore—Holt's Wharf.
Kudichow, (B. & S.) from Tientsin, Weihaiwei.—C. 34.
Telemachus, (B. & S.) from New York, Manila.—A. 52.
Hydrangea, (China S.S. Co.) from Swatow—Coy's Wharf.
Aratura, (E. & A. S.S. Co.) from Yokohama Moji.—A. 2.
Yuen Sang, (J. M. & Co.) from Manila.—C. 32.
Choy Sang, (J. M. & Co.) from Shanghai, Swatow—Coy's Wharf.
China, (China Mail S.S. Co.) from San Francisco Shanghai.—A. 3.
Seiwa Maru, (M. B. K.) from Keelung.—C. 47.
Mogami Maru, (M. B. K.) from Keelung.—B. 50.
Genzan Maru 2, (Shun Yick) from Swatow.—C. 15.
Shinyei Maru 3, (K. Kimura & Co.) from Canton.—B. 7.
Paling Maru, (N. Y. K.) from Shanghai, Amoy.—C. 14.
Providence, (Kwong Mow Tai) from Newchwang.—C. 36.
Shing Cheong, (Master) from Macao—Hung Hom.
Shun Shing, (Po On S.S. Co.) from K. C. Wan and Macao.—Wharf.
Wab Hang, (Wing Hang) from Fort Bayard, Macao.—Wharf.
Kwangtsh, (C. M. S. N. Co.) from Shanghai.—Wharf.
Poo Lee, (Hung Shun) Fort Bayard.—Wharf.
Nam Wah, (Sik Hing S. S. Co.) from K. C. Wan and Macao.—Wharf.
Hsin Chang, (C. M. S. N. Co.) from Canton.—C. 33.
Hailong, (Douglas S. S. Co.) from Swatow.—Wharf.

CLEARANCES.

Halvard, (Kin Tye-lung) for Bangkok.—18th.
Caddopeak, (P. M. S.S. Co.) for Haiphong.—16th.
Eurmachus, (B. & S.) for Manila, Boston.—16th.
Shing Cheong, (Master) for Macao.—16th.
Yangtzeikang, (Yuen Cheong) for Swatow.—16th.
Sinkiang, (B. & S.) for Canton.—16th.
Chihli, (B. & S.) for Chefoo.—16th.
Pakhoi, (B. & S.) for Haiphong.—17th.
Sui Yick, (Fook Hoi) for Shan mi.—17th.
Kaiwo Maru, (Kwong Ngan Seng) for Hongay, Bangkok.—17th.
Kwangtsh, (C.M.S.N. Co.) for Canton.—17th.
Providence, (Kwong Mow Tai) for Canton.—17th.
Genzan Maru 2, (Shun Yick) for Keelung.—17th.
Choy Sang, (J. M. & Co.) for Canton.—17th.
Mogami Maru, (M.B.K.) for Canton.—17th.
Seiwa Maru, (M.B.K.) for Canton.—17th.
Shim Shing, (Po On S.S. Co.) for Kwong Chow Wan.—17th.
Produce, (Kwong Mui Seng) for Bangkok.—17th.
Poo Lee, (Hung Shun) for Kwong Chow Wan.—17th.
Paling Maru (N.Y.K.) for Canton.—18th.
Chusan (B.O.S.) for Swatow, Bangkok.—18th.
Yat Shing (J.M. & Co.) for Swatow, Bangkok.—18th.
Haimun (Po Shun S.S. Co.) for Hoihow, Haiphong.—18th.

A PRINCE'S MONEY.

AND HIS AGENT'S AEROPLANE HOLIDAY.

For some time members of the old aristocratic circles in Saxony have been organising a mysterious business combine the exact purposes of which are not clear. It is said that one of them is to acquire oil wells in Galicia. The agent of this new concern, Prince Ernest of Saxony and another 250,000 from another member of the combine, hired an aeroplane for a week and flew via Hamburg and Bremen to the Rhineland, where he spent several days. When arrested he had spent all the money except 200,000 marks.

In 1898 Mrs. Charles Shorter, Burroughill, Chobham, Surrey, now a grandmother and 82 years old, lost her wedding ring while digging potatoes. A grandchild, engaged in the same task, has found the ring, slightly bent and with a potato growing through it.

A FLOATING PALACE.

THE NEW "EMPEROR OF CANADA."

FINEST STEAMER ON THE PACIFIC SERVICE.

The first photographs of the New Canadian Pacific str. "Empress of Canada" have just arrived in the East. Although she will be exceeded in size by several Atlantic liners she will hold first place on the Pacific. Built especially for the Pacific service the appointments of the "Empress of Canada" will be the finest and most luxurious possible to-day, with particular regard to the C. P. R. standard of "safety, speed, comfort." She has an overall length of 533 ft., is 77 ft. 9 in. in breadth and 33 ft. 4 in. in depth to the bridge deck; she has a straight stem and cruiser stern, three funnels and two pole masts. There is a continuous shelter deck with bridge, promenade and boat decks over, the former extending for the full length of the ship; two complete between-decks and lower and orlop between-decks at the fore and aft. The "Empress of Canada" has a gross tonnage of 22,000 tons, and is arranged to carry about 490 first-class 106 second-class, 233 third-class and 932 Asiatic steerage passengers, and crew of 347. Of the cargo spaces, a large portion has been fitted for the carriage of silk and refrigerated cargo. Her speed is about 21 knots. She is built to the highest class of Lloyd's Register and full Board of Trade requirements, says the N.-C. D. News.

FIRST-CLASS LUXURY.

The first-class accommodation is arranged on the shelter deck, and in addition to the single, double and family rooms, there is a number of special rooms and private suites which comprise bedrooms, sitting rooms and bathrooms. The state-rooms are fitted with the very latest type of open washbasin, with a supply of hot and cold water. The public lavatories and bath rooms have the most modern improvements in sanitary equipment. A complete system of telephones is connected with a central exchange to the rooms and offices.

The dining saloon is on the upper deck and will accommodate 325 persons. A large reception room is situated forward of the dining saloon, the passenger elevator is at the fore end. On the upper deck is also a large swimming pool, 30 ft. by 18 ft., with adjoining gymnasium and dressing rooms similar to the best clubs. The other public rooms are arranged on the promenade deck with a special view to convenience and comfort. The large lounge will provide ample room for concerts and moving picture performances, with complete moving picture operating room. There is a long gallery, a specially designed room for children, drawing room, writing room, smoke room, and verandah cafe, which are luxurious and attractive in every way. Long promenades and recreation spaces for games, dancing and sports are reserved for the use of passengers.

The second-class accommodation is situated on the shelter deck aft, arranged in two and four berth rooms. These staterooms are fitted similar to the first-class. The dining saloon is on the upper deck and will accommodate 100 persons. The lounge is on the bridge deck aft. The third-class is on the upper and main decks with large deck and will accommodate 100 persons.

NOTEWORTHY INNOVATIONS.

In addition to a large laundry, dispensary, hospital, dark room for camera enthusiasts, etc., there are innovations in the steering food, kitchen and pantry service. A perfect system of mechanical ventilation is installed and all supply and exhaust fans are capable of changing the air throughout the ship at such frequency as to assure practically pure air at all times. All thermostats and supply fans have an approved disinfecting apparatus. Electric radiators are fitted in the first and second class state rooms.

The cargo equipment is of the most modern type as well, the cargo derricks being operated by 12 powerful electric winches. The steam-steering gear, manœuvring and warping machinery are also improvements on any now in use.

Throughout the ship particular attention has been devoted to the fact that the "Empress of Canada" is for Trans-Pacific and semi-tropical service, therefore the rooms are large and airy and specially designed.

The "Empress of Canada" has been preceded by two other oil burners, the "Empress of Britain," now in service, and the "Montcalm" which was launched last year and will set a new pace in comfortable passenger steamships for Atlantic service. Two others of the popular "M-boats" type are in course of construction. The oil fuel burners of the "Empress of Canada" have a normal capacity of 4,500 tons of oil.

"MAN MONKEY"

TRAINER'S FIGHT FOR LIFE.

Another version of the story of a performing elephant that was said to have run wild, smashed the manager's office, and caused the leading woman to jump out of a window on to a cab, was told to the Select Committee of the House of Commons which is inquiring into the allegations of cruelty in the training of stage animals.

Mr. F. Trussell, a former manager of the London Hippodrome, said that all that happened was that an elephant named Charlie wandered up a flight of stairs into the manager's office. He lifted a safe on to a chest of drawers, but when the keeper called "Charlie, come out!" he came out. Charlie never ran wild.

Dealing with the allegations in regard to a monkey's orchestra, Mr. Trussell denied that the animals' arms were jerked by wires or that the monkeys were left in a state of exhaustion after the performance. By a patent device the instruments were moved in such a way as to make it appear that the monkeys were playing them. The trainer of the monkeys was a very kind man.

Mr. Bostock, the proprietor of Wombwell and Bostock's Menagerie, stated he had never seen anything which any fair-minded person could call cruelty to performing animals.

Asked about the suggestion that Consul, the chimpanzee, had been cruelly thrashed, Mr. Bostock said: "This Consul was of enormous size, and looked like a prizefighter in his very worst form. He was a brute at times. One day he was being shown to a man. My brother noticed that Consul was in a bad humour, and asked the man to go out. Immediately he had gone Consul attacked my brother and almost killed him. He had to fight for his life. Both his eyes were blacked and his arm bitten severely." His brother only defended himself.

The chairman said no more evidence would be called this session. The Committee would report to the Speaker, intimating their willingness to continue next session if this was desired.

Fifteen Japanese business men left by the N.Y.K. steamer "Kleist," on a pleasure trip around the world, sailing from Yokohama on July 31 last. Messrs. Thos. Cook and Son had made all arrangements for the trip. This is the first Japanese tourist party to take advantage of Cook's tour around the world since the war. Mr. C. Piquet, agent of Messrs. Thos. Cook and Son at Yokohama, had worked out every possible detail for the pleasure and comfort of the travellers. The members will have travelled, by rail and water, a distance of 27,402 geographical miles, and will have visited, in addition to ports in China, the cities of Singapore, Penang, Colombo, Suez, Port Said, Cairo, Alexandria, Brindisi, Naples, Rome, Florence, Venice, Geneva, Paris, London, Liverpool, New York, Boston, Niagara, Chicago, Salt Lake City, Los Angeles, San Francisco and Honolulu.

TO-DAY'S

ADVERTISEMENT.

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the Pavilion on TUESDAY, 25th October, 1921, at 5.30 p.m. for the purpose of authorising the issue of Debentures under the new Articles of Association.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, October 17, 1921

NEW FRENCH LOAN.

CREDIT NATIONAL.

Issue of Bonds Frs. 500.
Interest 6% free from Income Tax.
Price Frs. 498.50 net.
Interest payable every 6 months from 1st of May, 1922.
Reimbursement by 4 yearly drawings, comprising:
7,200 francs amounting to Frs. 13,000,000.
For Subscription apply to
BANQUE DE L'INDO CHINE.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

TO-DAY'S ADVERTISEMENTS.

MACDONALD & HUNTER.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between DONALD MACDONALD and ROBERT HUNTER carrying on business as Consulting Engineers and Surveyors at Victoria in the Colony of Hongkong and elsewhere under the style or firm of MESSRS. MACDONALD & HUNTER has been dissolved as from the first day of July, 1921, so far as concerns the said DONALD MACDONALD who retires from the said firm as from that date. ALL DEBTS due and owing by the said late firm will be received and paid by ROBERT HUNTER, who will continue to carry on the said business under the style or firm of MESSRS. MACDONALD & HUNTER.

Dated this 12th day of October, 1921.
DONALD MACDONALD,
ROBERT HUNTER.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

TUESDAY, October 18, 1921, commencing at 11 a.m. at their Sales Rooms, Duddell Street, 1 case Stripe Mohair, 2 cases Merod Shirts, 3 cases Striped Flannel, 451 pieces Black Fails Ribbon, 6 boxes White Embroidery, 5 pieces White Cotton Matting, 10 Gross White Cotton Tape, 10 dozen Felt hats, 1 case Talcum Powder, 5 dozen Socks, 6 dozen Bad-Jacks, 1 Motor Driven Air Compressor Outfit.

Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.

on TUESDAY, October 18, 1921, commencing at 3 p.m. at the China Navigation Co's Godown, West Point, (For Account of the Concerned,) 20 Bales Pure Parchment Paper 20" x 30"—14 lbs. to a ream (all more or less damaged by oil) Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.

on THURSDAY, October 20, 1921, commencing at 11 a.m. at their Sales Rooms, Duddell Street, A Selection of Cashmere and Tweed Suit Lengths, Superior Overcoats etc. Also 2 cases Superior Travelling Bags, 10 dozen Woolen Socks. Terms:—Cash on delivery.
LAMBERT BROS.,
Auctioneers.
Hongkong, October 17, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), ON

THURSDAY, October 20, 1921, at 10.30 a.m. at Police Head Quarters, Hollywood Road, Quantity of Condemned Old Equipment & Stores, Also A Miscellaneous quantity of Condemned Property and Articles. Terms:—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.

(For account of the Concerned.) ON FRIDAY, October 21, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 5, Des Vaux Road, Corner of Ice House Street, Chinese Porcelains, Carins, Lacquered Ware, &c., &c. Including a variety of 5-coloured and 3-coloured Vases and Jar, Wall Plates, Table Screens, Blue and White Vases, Japanese burners, Old Bronze and Brass Figures and Vases, Kalamencos, Lacquered Cabinets, Chairs, Screens, Tables, Ivory Ware, Jade, Agate and Crystal Ornaments, Mandarin Pipes, Also many Green Jade Ornaments, Beads, Hand Bags, Embroidered Bags, Amber Necklaces, Golden Breast Pins, Pearl Pins, Sleeve Buttons, Bracelets, Brooches, &c., &c.

The above stock recently arrived from the North and includes pieces from the Ming, Kianghi, Kienlung and Tzong-wong periods. The bulk of which will be sold without reserve. (Full Particulars from Catalogue.) On view from the 20th and morning of Sale.

Terms:—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, October 17, 1921.

NOTICES.

FOOTBALL

JERSEYS, BOOTS, STOCKINGS.



KICKERS, SHINGUARDS, &c., &c., SPORTS DEPT.
LAMB, CRAWFORD & CO.

NEW DANCE RECORDS.

"THE BIG FOUR"

HUMMING, WHISPERING, SWANEE, SIAM SOO, AT

ANDERSON'S

Sole Agents:—

Suzuki & Co.

SAKURA BEER
Alexandra Buildings.
Tel. 468 & 467.

Berger Paints
Colours, Enamels, Varnishes
PREPARED PAINTS OF ALL KINDS AND COLOURS.
BERGER'S LIQUID RED LEAD covers 50 per cent. more surface, weight for weight, than the ordinary lead mixed Red Lead.
MATTING—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.
STRUCTURAL & ROOF PAINT—A preservative.
BERGER'S VARNISH—OAK VARNISH, BLACK JAPANESE COAL, ETC.
LEWIS BERGER & SONS, LIMITED.
PRICES ON APPLICATION—STOCKS CARRIED.
SOLE AGENTS—
W. R. LOXLEY & CO.
MR. BERGER MADE FINE COLOURS IN LONDON IN 1760.

Do you know
—that Wilkinson's
Tansan must differ
in character in order
to accomplish results
unobtainable by the
use of any other
known water?

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

2, QUEEN'S ROAD, CENTRAL.
Tel. No. 135. HONG KONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings To Canton daily at 5 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 5 a.m. and 6 p.m. (Sundays 6 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings To Macao-Daily at 6 a.m. and 2 p.m. (Sundays at 6 a.m. only)
From Macao-Daily at 8 a.m. and 2 p.m. (Sundays at 2 p.m. only)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD

REGULAR SAILINGS TO NEW YORK & BOSTON
FOR NEW YORK AND OR BOSTON
VIA SUZEE

S.S. "WRAY CASTLE".....Sailing about 8th Nov.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FUMES having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE

S.S. "PERSIA".....Sailing on or about 17th November.

FOR SHANGHAI.

S.S. "PERSIA".....Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to
SAILING FROM COLOMBO TO
SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON ANTWERP, ROTTERDAM & HAMBURG-Monthly direct service via Singapore and Port Said.

AMAZON MARU-Weekly service via Singapore, Wednesday, 9th Nov.

BUENOS AIRES-Rio de Janeiro, Santos, Durban & Cape Town via Singapore.

PASSENGER SERVICE.

MEXICO MARU-Weekly service via Singapore, Sunday, 13th Nov.

BOMBAY & COLOMBO-Regular fortnightly service via SINGAPORE.

MALAY MARU-Weekly service via SINGAPORE, Thursday, 27th Oct.

DELI & BANGALORE-Via SAIGON & SINGAPORE-Regular Monthly PASSENGER SERVICE.

DUSKO MARU-Weekly service via SINGAPORE, Tuesday, 1st Nov.

SYDNEY & MELBOURNE-Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA-Via Shanghai and Canton-Weekly service via SINGAPORE.

Canton-Weekly service via SINGAPORE, touching at intermediate ports in Japan and taking cargo to OYERLAND PORTS U.S.A. in connection with Chinese, Japanese and S. Pac. Railway.

ARIZONA MARU (Cont. Shanghai), Friday, 21st Oct.

MANTLA MARU (Cont. Shanghai), Friday, 21st Oct.

NEW YORK-VIA PANAMA.

SHUNKO MARU.....Monday, 14th Nov.

NEW ORLEANS-Via SUZEE.....Friday, 21st Oct.

JAPAN PORTS-Kobe & Yokohama via Shanghai, Wednesday, 19th Oct.

KEELUNG-VIA SWATOW & AMOY-These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.S. wharf near the Harbour Office.

KAIJO MARU.....Saturday, 22nd Oct.

TAKAO-VIA SWATOW & AMOY.....Saturday, 22nd Oct.

SOKU MARU.....Tuesday, 18th October.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745

NEW YORK DIRECT

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BACKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF ADELAIDE".....Via Suez Canal.....1st Nov.

"TYDEUS".....Via Suez Canal.....12th Nov.

"KANSA".....Via Suez Canal.....17th Nov.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG

HONGKONG & CANTON REISS & CO. JAPAN.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BULKHEADERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Aliphas and one accommodation craft

of 300 tons.

Work done at Canton, Hongkong, Shanghai, Hongkong, Hongkong.

Shipyards: Sheen-Sai-Po, Hongkong, Hongkong.

Businesses conducted on application.

Hongkong April 1, 1912.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STRAITS TO SAIL

SWATOW AND BANGKOK.....Oct. 18, at 10 a.m.

TILATJAP.....Oct. 18, at 10 a.m.

SWATOW AND SHANGHAI.....Oct. 18, at 10 a.m.

SWATOW, AMOY AND SINGAPORE.....Oct. 19, at 4 p.m.

NEWORANG & TIENTSIN.....Oct. 20, at 10 a.m.

SHANGHAI.....Oct. 20, at 10 a.m.

WEIHAIWEI, CHEFOO & TIENTSIN.....Oct. 21, at 4 p.m.

SHANGHAI AND TIENTSIN.....Oct. 22, at 4 p.m.

SWATOW AND SHANGHAI.....Oct. 23, at 10 a.m.

MANILA, CEBU AND ILOILO.....Oct. 23, at 4 p.m.

SINGAPORE, HONGKONG, MAIL AND CARGO. Regular

service between Singapore, Hongkong, Shanghai, Canton, Amoy, Swatow, and other ports in the South China Sea.

Regular schedule service between Canton, Hongkong, Shanghai, Amoy, Swatow, and other ports in the South China Sea.

All Yangtze and Northern China Ports. Passengers are loaded in Shanghai.

The above schedule of sailings is subject to change without notice.

SINGAPORE LINE-Weekly service to and from Singapore via Swatow.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai-Kobe-Yokohama.

LEAVE HONGKONG. ARRIVE SEATTLE.

S.S. "WENATCHEE" To Manila. Nov. 8th.

S.S. "SILVER STATE" To Manila. Nov. 11th.

S.S. "WEATCHEE" To Manila. Nov. 18th.

S.S. "KEYSTONE STATE" To Manila. Dec. 2nd.

For PORTLAND DIRECT.

S.S. "COAXET" To Manila. Oct. 25th.

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. "MONTAGUE" To Manila. Nov. 11th.

S.S. "ABERCOSS" To Manila. Dec. 7th.

Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to:-

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

LAKE ONAWA.....10th Oct.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Hotel Mansions. Telephone 2477 & 2478.

Passenger Office. QUEEN'S BUILDING, 2 Ice House St.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

S.S. "JADDEN".....Oct. 24th.

For freight, space and particulars apply to:-

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

Agents. 5th Floor, Hotel Mansions.

For Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

For Moji, Kobe, Osaka and Yokohama.

S.S. "BORNEO MARU".....Sailing on or about 26th Oct.

For further information please apply to:-

K. SUZUKI, Manager.

Telephones No. 2206. Prince's Building, Second floor No. 3, Des Voeux Road Central.



(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG AND JAVA.

For Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

For Moji, Kobe, Osaka and Yokohama.

S.S. "BORNEO MARU".....Sailing on or about 26th Oct.

For further information please apply to:-

K. SUZUKI, Manager.

Telephones No. 2206. Prince's Building, Second floor No. 3, Des Voeux Road Central.

SHIPPING

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NANKING, (MOU) KORE, YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMERS

Monteagle.....Oct. 30.....Nov. 23

Empress of Asia.....Nov. 10.....Nov. 23

Empress of Japan.....Nov. 23.....Dec. 14

Empress of Russia.....Dec. 8.....Dec. 25

Empress of Asia.....Jan. 5.....Jan. 23

Monteagle.....Jan. 17.....Feb. 11

Empress of Japan.....Feb. 8.....Mar. 1

Empress of Russia.....Feb. 23.....Mar. 13

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.

Allotment of Cabin on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIP LIMITED.

Hongkong Office. Telephone 732. Cable Address GACANPAC.



INCORPORATED IN U.S.A.

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA".....S.S. "NANKING"

Nov. 3rd.....Dec. 15th.

HONGKONG to SINGAPORE

S.S. "CHINA".....S.S. "NANKING"

Oct. 15th at 10 a.m. Nov. 23rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Telephone 2477 & 2478. 5th Floor, Hotel Mansions.

ICE HOUSE STREET, Tel. Prince's Bldg. & Agn. No. 2161.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"S. S. NILE"

HONGKONG TO JAVA.....HONGKONG TO SHANGHAI

November 13th.....October 28th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Telephone 2477 & 2478. 5th Floor, Hotel Mansions.

ICE HOUSE STREET, Tel. Prince's Bldg. & Agn. No. 2161.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUZEE

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, LOYOLA, BAY OF MOZAMBIQUE, EAST LONDON, PORT ELIZABETH and APARTHEID, or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to:-

THE BANK LINE, LTD., MANILA.

"ELLERMAN" LINE.

(ELLERMAN & BACKNALL Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON, ROTTERDAM AND....."CITY OF PEKIN".....22nd Oct.

HAMBURG....."CITY OF DELHI".....15th Nov.

LONDON, ROTTERDAM AND....."CITY OF DELHI".....15th Nov.

HAMBURG....."CITY OF DELHI".....15th Nov.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to S.E. & Co., Canton.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM HONGKONG.

Oct. 18. J.C.J.L. Tishwong.

Oct. 18. B.F. City of Adelaide.

Oct. 18. B.F. Rhosus.

Oct. 18. P. & O. Dileasa.

Oct. 18. B.F. Tydena.

Oct. 18. B.F. Ramna.

Oct. 18. B.F. Kt. of the Garter.

Oct. 18. P. & O. Dunera.

Oct. 18. P. & O. Egypt.

FROM JAPAN.

Oct. 18. B.F. Gregory Apar.

Oct. 18. N.Y.K. Akita Maru.

Oct. 18. B.F. Nippon.

Oct. 18. P. & O. Sardinia.

Oct. 18. B.F. Saky Maru.

Oct. 18. B.F. Antiochia.

Oct. 18. B.F. Tishwong.

Oct. 18. B.F. Japan.

Oct. 18. P. & O. Karmala.

Oct. 18. B.F. St. Albans.

Oct. 18. B.F. Relea.

Oct. 18. B.F. Meator.

Oct. 18. B.F. Machoon.

Oct. 18. P. & O. Nyafo.

Oct. 18. B.F. Lachap.

Oct. 18. P. & O. Somal.

Oct. 18. B.F. Teirenia.

Oct. 18. P. & O. Syria.

Oct. 18. P. & O. Dongoia.

Oct. 18. P. & O. Kassamir.

Oct. 18. P. & O. Soudan.

Oct. 18. B.F. Pyrrhos.

Oct. 18. B.F. Myrion.

Oct. 18. B.F. Tishwong.

FROM MANILA.

Oct. 18. B.F. Proteclana.

Oct. 18. B.F. Tishwong.

Oct. 18. B.F. Tishwong.

Oct. 18. B.F. Tishwong.

FROM JAYA.

Hughes & Hough

ADDITIONAL TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

Underwritten have received instructions to sell by Public Auction,
(For Account of the Concerned),

MONDAY,

October 17, 1921, at 10.30 a.m.
at No. 34, Kowloon Dock,
HOUSEHOLD FURNITURE,
And
Sundries,
including:-
Wardrobes, Teak Bedsteads, Dining
Room Furniture, Carpets,
etc., etc., etc.

Terms:—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, October 13, 1921.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

October 18, 1921, commencing at 2.30
p.m. at their Sales Rooms, No. 4,
Des Vaux Road, Corner of
Ice House Street,
Several Lots of
Travelling Rugs, Blankets, Carpets
(3 x 3 yds., 3 x 3 yds., 3 x 4 yds., and
3 x 4 yds.), Mohair Rugs, Silk Car-
pets, Pillow Cases, Turkish Towels, Bed
Sheeting and Bedspreads.

Terms:—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, October 10, 1921.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

October 18, 1921, commencing at
2.30 p.m., at their Sales Rooms,
No. 4, Des Vaux Road, Corner of
Ice House Street,
TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND TEAK-
WOOD TWIN BEDSTEADS,
CARPETS,
etc., etc., etc.

Comprising:—
Dining Suites, Chamberfield Sofas,
Arm-chairs (new), Card and Occasional
Tables, Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables and Chairs, Washstands, etc.,
(fumed Teakwood), Sideboards, Dinner
Wagons, Dinner Services, Crockery,
& Glass Ware, Cooking Stoves, Cutlery,
etc., Bath Room Utensils, Electro-plated
Ware, One American Ice Chest.

Electric Reading Lamps, Screens,
Sundry Blackwood Furniture, Chairs,
Cabinets, Pictures, Enamel Bath,
etc., etc., etc.

Also
Brass Bed, Blackwood Cabinets, etc.
(Full Particulars from Catalogue).
Terms: Cash on delivery.

(HUGHES & HOUGH),
Auctioneers.
Hongkong, October 12, 1921.

MARTIN'S APOL-STEELE PILLS

A French Remedy for all Irritations of
the Urinary Tract. It is the only
remedy that cures in a few days
all cases of Urinary Irritation, whether
acute or chronic, and is equally
effective in all cases of Prostatitis,
Gonorrhea, and all other Urinary
Affections. It is a purely vegetable
preparation, and is entirely
harmless.

MARTIN'S APOL-STEELE PILLS

For forms of tender and further
particulars apply at this Office.
The Government does not bind
itself to accept the lowest or any tender.

T. L. PERKINS,
Director of Public Works.

14th October, 1921.

BRITISH LEGION.

Cabaret Dance.

THIS DANCE will be held in the
St. George's and St. Andrew's
Halls of the City Hall on FRIDAY,
4th November, 1921, at 9.15 p.m.

Tickets, which will include light
refreshments, will be \$4.00 per person.
As the accommodation available is
strictly limited, members wishing to
attend should send their names together
with the names of their guests to
THE INVITATION COMMITTEE,
c/o Mr. A. G. LAMPLUGH,
UNION INSURANCE SOCIETY OF
CANTON, LTD.

as soon as possible.

NOTICE.

NOTICE IS HEREBY GIVEN that
the HONGKONG DOLLAR
DIRECTOR has been acquired, as
from July 1st, 1921, by the under-
signed, with all rights and titles, and
will hereafter be published by them. No
claims against the Hongkong Dollar
Director incurred prior to this date
will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE
LTD.

5, Wyndham Street,
Hongkong, July 7, 1921.

INTIMATIONS.

HONGKONG LADIES' HOCKEY CLUB.

By kind permission of Messrs. JAR-
DINE, MATHESON & CO., LTD.
there will be a MEETING in their
Board Room, at 5.15 p.m. on MONDAY,
17th inst., of Members of the
Hongkong Ladies' Hockey Club, to
elect Officers and make arrangements
for the coming season.

All those wishing to join the Club
are invited to attend.
Hongkong, October 14, 1921.

NOTICE.

THE ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that
the SEVENTEENTH ANNUAL
GENERAL MEETING of members will
be held at the Club House, North
Point, on FRIDAY, 21st October, 1921,
at 3.30 p.m.

By Order,
ROBT E. MACDOUGALL,
Hon. Sec. & Treasurer.
Hongkong, October 14, 1921.

ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL
MEETING of members will be
held at the Club House, North Point, on
FRIDAY, 21st October, 1921, at 5.45
p.m. to consider, and if thought
advisable, to raise the Entrance Fee to
\$25.

By Order,
ROBT E. MACDOUGALL,
Hon. Sec. & Treasurer.
Hongkong, October 14, 1921.

G. R.

PUBLIC WORKS DEPARTMENT.

NO. 5.—IT IS HEREBY NOTI-
FIED that sealed tenders in duplicate,
which should be clearly marked
"Tender for the supply and delivery of
Stores," will be received at the Colonial
Secretary's Office until Noon of THURSDAY,
the 3rd day of November, 1921, for the
supply and delivery of the following
Stores required by Government
Departments during the year 1922:

Ironmongery, Household and Sanitary
Utensils, Brushes, Tools,
Lamps, etc.
Asbestos, Rubber, Leather, Pack-
ings, Ropes, etc.
Clothing, Drapery, Haberdashery,
etc.
Bamboo and Case Goods, Firewood,
etc.
Dressstuffs, Oils, Paints, Var-
nishes, etc.
Lubricating Oil.
Kerosene and Motor Spirit.
Electrical Stores.
Wrought Iron Pipes and Fittings,
Brass Taps, etc.
Iron and Steel Bars, Plates, Angles,
Brass, Copper, and other Metals.
Iron and Brass Castings, Manu-
factured Ironwork, etc.
Timber,
Bricks, Cement, Lime, etc.

Each of the above is a separate and
distinct tender. Tenderers may quote
for any one or more of all of the above
list, and any one or more of all may be
accepted or rejected in whole or in part
by the Government.

Each tenderer must produce with
each tender a receipt that he has
deposited in the Colonial Treasury the
sum named on the respective tender
form as a pledge of the bona fides of
his tender, which sum shall be
forfeited to the Crown should the
Tenderer refuse or fail to carry out,
to the satisfaction of the Government,
the whole or any portion of the
respective tender or tenders which may
be accepted. The deposit will be
returned to any Tenderer whose tender
is not accepted.

For forms of tender and further
particulars apply at this Office.
The Government does not bind
itself to accept the lowest or any tender.

T. L. PERKINS,
Director of Public Works.

14th October, 1921.

BRITISH LEGION.

Cabaret Dance.

THIS DANCE will be held in the
St. George's and St. Andrew's
Halls of the City Hall on FRIDAY,
4th November, 1921, at 9.15 p.m.

Tickets, which will include light
refreshments, will be \$4.00 per person.
As the accommodation available is
strictly limited, members wishing to
attend should send their names together
with the names of their guests to
THE INVITATION COMMITTEE,
c/o Mr. A. G. LAMPLUGH,
UNION INSURANCE SOCIETY OF
CANTON, LTD.

as soon as possible.

NOTICE.

NOTICE IS HEREBY GIVEN that
the HONGKONG DOLLAR
DIRECTOR has been acquired, as
from July 1st, 1921, by the under-
signed, with all rights and titles, and
will hereafter be published by them. No
claims against the Hongkong Dollar
Director incurred prior to this date
will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE
LTD.

5, Wyndham Street,
Hongkong, July 7, 1921.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

TO LET.

TO LET.—From November 1st, a
FOUR ROOMED HOUSE, in
Victoria Avenue, Hongkong. Apply
Box No. 1336, c/o "China Mail."

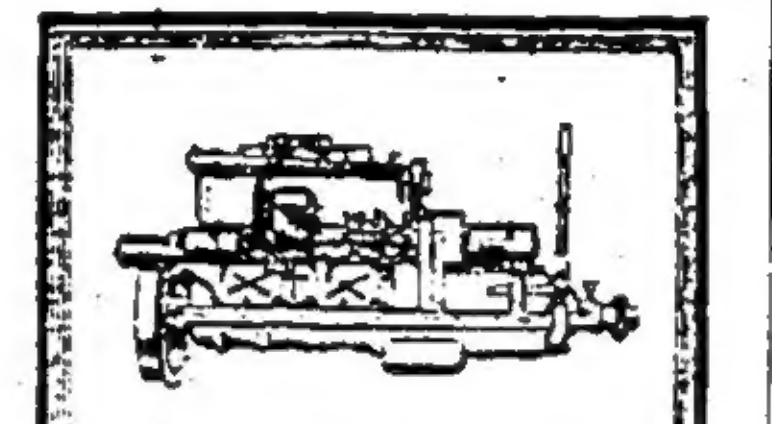
TO LET.—GODOWN at Yau-mat.
For particulars apply to THE
HONGKONG LAND RECLAMATION CO.,
LTD.

FOR SALE.

New and Used.
HARLEY DAVIDSON.
INDIANS.
HENDERSONS.
WOLFE.
and SMITH.
MOTOR CYCLES.
REEVES & CO.,
106-114, Woo-Sung Street,
Kowloon.

VICTORIA DIOCESAN ASSOCIATION.

THE Victoria Diocesan Association
will have a Christmas Party, on
FRIDAY, Dec. 16, in the City Hall.



KERMATH

Smooth and Steady

Neither your boat nor your engine
will be able to perform if your engine
is not a Kermath. The Kermath has
practically no vibration or runs
with extreme smoothness.

This is the secret of the great
popularity of the Kermath and of its
universal economy of fuel.

4 to 45 H.P., 4 cylinders, 4 cycle
Engines only.

Price: \$220-4,500, Detroit.

Jardine, Matheson & Co.

HONGKONG CHINA.

Kermath Manufacturing Co.

Detroit, Michigan.

Cable Address: KERMATH.

Agents: HILL & HARRIS.

(Ltd.) Ltd., Hong Kong.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st October, 1921.

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

QTY AND HILL RESERVOIR WATER WORKS

LEVEL. 1921.

DYAN 17.7 ft. Below

LUXURY SHIPS

NEW N. Y. K. LINERS.

THE "HAKONE MARU"

The "Hakone Maru," a large
passenger and freight steamer, was
launched at the Nagasaki Works of
the Mitsui-Bishi Shipbuilding Co. on
July 23 last. She is intended for the
Nippon Yusen Kaisha European ser-
vice and will resemble the "Suwa
Maru" and "Fushimi Maru" in many
respects, but a number of improve-
ments are being made in accommo-
dation and equipment.

The "Hakone Maru," is being built
under the supervision of surveyors of
Lloyd's Register of Shipping, by
which she will be classed 100 A1.
She is also being built to meet the
requirements of the Department of
Communications and will be in the
first class of Japanese registry.

The dimensions, etc., are as
follows:—

Length A.O. 515 feet.
Breadth 62 ..
Depth 37 ..
Tonnage, gross 10,500
Displacement 15,800
Speed 16 knots.

Engines: Two sets Parsons double
reduction geared turbines. Twin
screws.

The vessel will have a double
bottom throughout and be divided
into eight watertight compartments,
designed in accordance with the
British bulkhead system for passenger
boats.

In regard to wireless installation,
fire extinguishing apparatus, disin-
fecting appliances, and other equip-
ment, the "Hakone Maru" will in no
particular be behind the newest
European and American liners.

Accommodation will be provided
for 120 first class, 56 second class and
180 third class passengers. Special
features will be a verandah cafe and
a gymnasium. Great improvements
will be effected in the third class
quarters in order to meet the latest
requirements.

In addition to being a superb
passenger liner the "Hakone Maru"
will have excellent facilities for hand-
ling cargo. Her loading capacity
will be 10,600 tons deadweight and
12,000 tons measurement. The lift-
ing appliances near the passenger
quarters will be designed so as to
minimise noise.

The new vessel will be the first
Japanese steamer to be fitted with
double reduction geared turbines.

The two other steamers also now
under construction—the "Haruna
Maru" and the "Hakozaki Maru"
(formerly announced as the "Asama
Maru") are similar to the "Hakone
Maru" in equipment.

Bunkering at Nagasaki.—As the
condition of the port of Moji does not
allow of steamers of this type
entering that port, it has been
decided that the new steamers call
at Nagasaki for bunkering and loading
of cargo, omitting to call at Moji on
their way from Kobe to Shanghai.

Calling at Malacca.—The port of
Malacca is to be added to the usual
ports of call for these steamers, as
has been the practice with the "Kamo
Maru" type steamers, and so establish
a direct monthly service from Malacca
to Europe.

Sailing dates.—The "Hakone Maru"
when completed will replace the
"Kaga Maru" and is now provisionally
scheduled to sail from Shanghai on
her first voyage about December 3,
sailing from Yokohama about Novem-
ber 25. She will be followed by the
"Haruna Maru" and "Hakozaki
Maru," the former steamer taking
the place of the "Inaba Maru" and
due to sail from Shanghai the end of
February next, whilst the latter will
sail hence on her maiden trip the
beginning of July, 1922.

C MPANY OF TWO.

MAN WHO CLAIMED TO BE A MEETING.

The affairs of a private company
having only two shareholders, were
investigated in the Christchurch
(N.Z.) Supreme Court, where Mr.
Garrett Peter Barry, one of the share-
holders, petitioned for the winding up
of Matua, Ltd. The petition was op-
posed by the other shareholder, Mr.
David Robinson. Matua is a farm at
Glent, Auckland, belonging to the
two litigants.

Robinson claimed to be managing
director with a casting vote. The
quorum at meetings was one, Robinson,
who alleged intemperance, against
Barry, described in the witness-box
how he "called a meeting of share-
holders" at which he moved a resolu-
tion dispensing with Barry's services.
He said that Barry was at the meet-
ing, held in the kitchen of the farm,
but was drunk. On the resolution
Barry made no remark, and Robinson
then closed the meeting and went to
bed.

The judge said the "land" was
hopelessly muddled. Such a "meeting"
was impossible. Two people could
meet, but not one.

PRINCE'S VISIT TO JAPAN.

PLACES HE WILL SEE EN ROUTE.

The Asiatic tour of the Prince of
Wales will be longer and more ex-
haustive—we earnestly hope it will
not be more exhausting—than was at
first contemplated. The official pro-
gramme of the Indian journey shows
that his Royal Highness will make a
rapid but comprehensive survey of
nearly all the States and provinces of
that Eastern Empire over which he
will one day reign. He will land at
Bombay and embark at Karachi; in
the interval he will travel over a
great part of the sub-continent. He
will visit the beautiful capitals
of Rajputana and the noble Mogul
cities of the Punjab and in the
older temples of the South; he will
admire the splendour of the later
Moslem architecture in the tombs and
mosques and palaces of Delhi, Agra,
Lucknow, and Lahore; he will, of
course, be entertained with suitable
ceremony in the Presidency towns;
he will be the guest in their own
domains of the chief of his feudatory
princes, Mohammedan, Hindu, and
Maharatta; he will spend some days
with the Prime Minister of Nepal,
and make acquaintance with that
progressive and interesting allied
kingdom. Being the ardent young
sportsman that he is, he will race and
play polo, and shoot tigers and
wild elephants; perhaps a rhinoceros
of the sub-Himalayan jungle, or one
of the scarce lions of Kathiawar may
fall to his bullet. After he has seen
all that India has to show he will
prolong his journey further. When
the "Benbow" receives her Royal
passenger at the great Sindhi port she
will not head for the Red Sea and
the Suez Canal. She will set her
course South and East, and take the
Prince to Ceylon, and then across the
Bay of Bengal to Burma and the
Federated Malay States and the
Straits Settlements. He will see that
beautiful tropic island which
hangs like a glittering jewel
at the neck of India, and that other
and smaller and busier island of
Singapore, where the tides of Eastern
and Western commerce meet, and
where the road lies open to the
Eastern Archipelago and the vast,
mysterious spaces of the Pacific.

That will not be the end of the
journey. Eastward, and yet farther
eastward, the cruiser will steer, until
she drops anchor in a Japanese road-
stead. It is understood that the
Prince's itinerary will include a
visit of some duration to Japan.
The news will be received with
satisfaction in Britain and
with equal gratification in the
Island Empire. Japan is one of the
five Great Powers who guide the
destinies of mankind, linked to the
British Empire by an alliance which,
we believe, will retain its validity even
if it should cease to be registered, as
it still is, in the articles of a formal
compact. Japan, as we like to think,
is the Britain of the Far East, and
the peoples of the island nations have
too much in common to regard each
other with indifference. Both still
clinging to the monarchical institutions
that are rooted deep in their past,
both are conscious of the vital share
the Throne has played in their history.
Both are fortunate in possessing
young Princes of sympathetic char-
acter and distinguished ability. We
were conscious of the compliment
paid to us when the Emperor of
Japan allowed his son and heir to
gain his first knowledge of the
European world by visiting these
islands. The Japanese will, in their
turn, appreciate the promptitude with
which the visit is to be returned.
That they will receive the Prince of
Wales with cordiality we may be
sure; that they will be favourably
impressed by him is equally
certain. It is his Royal Highness's
happy fortune to be
popular wherever he goes, and we
doubt not that Tokyo and Yokohama
will welcome him as respectfully, if
perhaps not quite so effusively, as
Sydney and Melbourne, as New York
and Montreal. He is the missioner
of Britain abroad, the Royal Ambassador
from the people of these islands to
those who dwell beyond the seas and
oceans; and more fortunate than
other Ambassadors, he is not shackled
by the instructions of Foreign
Offices or the policies of Cabinets.
For himself, the trip to Japan is
a necessary chapter in that com-
prehensive scheme of education to
which he is devoting himself. It
would be incomplete if he failed to
taste the beauty and charm of the
Japanese landscape, to examine at
first-hand one of the most interest-
ing and remarkable countries in either
hemisphere, to note the wonderful
industrial, scientific, and political
activity which has been so strangely
and brilliantly engrafted upon the
age-long traditions—and the time-
honoured ethical system of Dai
Nippon.—Daily Telegraph.

ANTARCTIC SECRETS.

SIR ERNEST SHACKLETON'S LAST TRIP.

A London cable of September 17

states:—

"Cast off" cried Sir Ernest Shackle-
ton at 1 p.m. precisely in the midst
of unceasing cheers. To a noisy
farewell from sirens, whistles, and
hooters, the gallant little "Quest"
swung out of dock in the wake of a tug.
She dropped the tug at London Bridge
and slowly proceeded down the river
under her own steam between banks
lined with a black fringe of spectators.

Sir Ernest Shackleton, leaning out
of the glass-cased bridge, was seen
waving his hat.

Half an hour before departure the
King's flag arrived. Boy Scouts
hoisted it at the foremast.

The last gift taken aboard was a
Daisy Mail hamper containing a black
kitten as a mascot.

Sir Ernest Shackleton's final mes-
sage to the reporters was, "This is
my last trip. It has been my dream
for years. The "Quest" is the tightest

ship I've ever ventured in the Polar
Seas. With ordinary luck, we should
wrest many of the Antarctic's grimly
held secrets. We hope to do much
towards making the vast Antarctic
tracts more familiar to those who
follow us."

A wire of September 18 says:—
Rough weather compelled the "Quest"
to drop anchor off Gravesend. Sir
Ernest Shackleton telegraphed: "As
it is blowing hard off North Foreland
I have decided to delay departure to
Plymouth until the whole of the stores
are safely stowed away. We have
notably to be careful of the petrol for
the seaplanes delivered before departure.
It has been standing about the
deck all night, but is now securely
lashed in its place under the bows."

"All hands have been busy since
yesterday morning getting things
shipshape. The kites supplied by
the Air Ministry were tested this
morning. They rose to a tremendous
height above the "Quest."

"At midnight on Saturday the

TOILET SOAPS.

Pivers
Roger & Gallet's
Morny's
Dudary's
Gerard's
Vinolia
Pears
Erasmic
Yardley's
Colgates
Pinauds
Watson's

A. S. WATSON & CO., LTD.

(Established 1841)

Hongkong Dispensary,

PHONE 16.

Wm. **Powell** Ltd.
TELEPHONE 346

SALE

- CHOICE CANADIAN FURS -

FOR ONE WEEK ONLY.

MR. BYRON ALEXANDER OF VANCOUVER, HAS
A SALE OF HIGH CLASS CANADIAN FURS—
COATS—OPERA WRAPS—COATERS—CAPES—
STOLERS—TIES—AND CHOKERS—

CALL IN THE LATEST PARIS AND
NEW YORK STYLES.

THE FURS ARE DARK ALASKA MINK—MOLE HUDSON
SEAL—ALASKA SABLE—WHITE & BLACK FOX—
SKUNK AND ERMINE.

Wm. **POWELL** Ltd.
DES VOEY ROAD.

We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DEB. A. WING & CO.

60, Des Voey Road, CENTRAL.

FIAT JUSTITIA.

This morning's local papers both report a case in which a summons had been issued against a European on a charge that suggested to most of us the "biking" of richa coolies. It seems that the summons was issued against the wrong man. The "right" man, so to speak, admitted responsibility, and wished to settle the matter out of court. He was referred to the Traffic Inspector. It seems to the *China Mail* that if there is evidence to convict, this sort of case should not be settled out of court, while in the interests of Mr. E. G. Woodger himself, if the incident be capable of innocent explanation, he is entitled to the fullest publicity for such explanation.

LOCAL AND GENERAL.

A clean bill of health was returned for the Colony on Friday.

Sir Wm. and Lady Brunyate returned from the North by the "Suwa Maru."

Among the local residents who returned by the "Suwa Maru" at the week-end were Mr. E. J. Grist, and Mr. and Mrs. G. Gjinble.

The astronomical instruments taken by the Germans in 1800 and returned to China as a result of the Versailles Peace Treaty were placed on exhibition in Peking.

Mr. John Hays Hammond, the famous American engineer who has been spending some time in Japan, has had to omit his visit to Korea and China owing to ill health.

"Socony" has hit upon a neat advertising stunt by presenting the Royal Hongkong Golf Club, for distribution to members, a handy little booklet containing the rules of golf and the rules of the local club.

According to an advertisement in this issue the partnership between Messrs. Donald Macdonald and Robert Hunter, consulting engineers and surveyors, has been dissolved with the retirement from the firm of the former.

The terrible fire in Saikwan last Thursday is reported to be the greatest in Canton since 1914. More than 200 buildings were burned or otherwise destroyed by the conflagration according to the vernacular press. The total value of damage in properties and other valuables was estimated at 3 million dollars.

Shanghai papers record the death in Shanghai, from pneumonia following an operation, of Miss Grace Coppock, National General Secretary of the Young Women's Christian Association of China. Miss Coppock had been in China for some thirteen years and was very well known in Hongkong as well as in various parts of China.

The str. "Pine-tree State," a new "335" type liner, has just been completed and assigned to the Admiral Line. She will leave on her maiden voyage from Seattle for Shanghai on December 10 and should arrive here about December 27. With the addition of this steamer, the Company hopes to maintain a 12-day service between Seattle and the Orient.

Judgment was given on Sept. 30 in the case in which Mr. Paul Houghton, of Kobe, brought a suit against Mrs. Houghton claiming custody of their child. The validity of the claim was denied on the ground that plaintiff had no nationality and had not contracted a legal marriage with defendant. Judge Morita gave his decision accordingly and dismissed the suit.

Charged at the Magistracy on Saturday with the unlawful possession of two daggers, a Chinese said he had lived in America for 32 years. Twelve years ago bandits raided a vegetable garden owned by him and killed three of his brothers. He bought the daggers for self-protection. Defendant, whom the police believed was a bona fide traveller, was fined \$25. The daggers were confiscated.

On the twenty-first of October, Peking will have a pageant in Central Park. Five hundred women and girls will take part, probably the largest number of women who have ever appeared in China in a public pageant. "The Blue Triangle" gives ample opportunity for the display of colour, music and dramatics. Some of the leading women of Peking are taking part, and both Chinese and foreign women are lending their patronage. Large groups of girls from the schools will perform in beautiful costumes. The help of a chorus and band throughout will add to its impressiveness. The pageant will be given under the auspices of the Young Women's Christian Association.

If such things are going to come, we may be the better able to appreciate our luck in being kept in Hongkong.

SPECIAL CABLE.

WOMEN'S LEADER DEAD.

TRIBUTE TO MISS GRACE COPPOCK.

[China Mail Special.]

SHANGHAI, October 17.
The death occurred on Saturday at Dr. Fearn's Sanitarium of Miss Grace Coppock, general secretary of the National Young Women's Christian Association of China. Miss Coppock's death removes one of the greatest women leaders and will be felt in every province and section of the country.

LOCAL AND GENERAL.

Another clean bill of health was returned for the Colony on Saturday.

The annual general meeting of Craigengower Cricket Club members takes place at 5.30 o'clock this evening.

A quantity of household furniture will be put up for auction by Messrs. Hughes and Hough tomorrow afternoon.

An advertisement in this issue invites tenders for the supply of stores to different Government departments during the year 1922.

Travelling rugs, blankets, carpets, etc., are among the articles Messrs. Hughes and Hough will auction to-morrow afternoon.

The forthcoming marriage is announced of Mr. J. H. Scott, manager of the local branch of Mustard and Company, Hongkong Club, to Miss Dorothy Tilling, en route by the s.s. "Sonali."

A general meeting of Hongkong Cricket Club members will be held in the Pavilion on Tuesday, October 25 at 5.30 p.m. for the purpose of debating under the new articles of association.

A motor driven air compressor outfit is among the lots Messrs. Lamont Bros. advertise for sale to-morrow morning. In the afternoon the same auctioneers will sell 20 bales of pure parchment paper.

The Chinese Telegraph Administration announces that in accordance with telegraphic instruction received from the Peking Ministry of Communications the additional famine relief fund ten and twenty cent charge levied on telegrams to Kwangtung and the other provinces, respectively, are withdrawn as from to-day.

Public meetings will be held at the Helena May Institute on Tuesday October 18, at 5.30 p.m. The Rev. J. Kirk Macdonald will give an address on "The Christian citizenship of Woman." At 6.15. The Hon. H. E. Pollock will preside at a meeting to discuss the best means of carrying into practical effect the ideas which were suggested by Dr. Hodgkin in his lectures. The meetings are open to all.

A City Bank of Canton has been proposed by Mayor Sun Fo with a view to facilitating banking transactions in the city and handling the official depository of the city government. The capital of the proposed Bank has been fixed at \$5,000,000 which will be subscribed by merchants of the city and overseas. The Mayor's proposal will be submitted to the coming session of the City Executive Council.

A Chinese charged before Magistrate Lindell this morning with the possession of a revolver without a permit, said that the weapon was given to him by a friend as he was boarding a vessel this morning to return to the country. He had arrived here from America only about 20 days ago, and did not know local regulations. The police said that the weapon was tied round the defendant's thigh. The Magistrate imposed a fine of \$100, and ordered the confiscation of the revolver.

SHIPPING ITEMS.

CABLE STEAMER HERE.

The s.s. "Hong Kheung" which was reported overdue from Port Piratical, whence she was carrying livestock for the Green Island Cement Co., has now been located at St. John's Island. She had to put in there owing to a shortage of coal and arrangements have now been made to replenish her bunkers.

The Great Northern Cable Company's steamer "President" is here effecting cable repairs at Deepwater Bay. Captain John McAlister has gone master of the s.s. "Yat Shing" in place of Captain S. O. Milford who has gone master of the s.s. "Yuen Sang."

CERTAINLY NEVER GOLDEN.

MINED TESTIMONY OF KAISER'S MOUSTACHES.

This morning's *Pau* has an editorial note finding fault in another writer's description of the Kaiser's moustache as "dark," and making this amusing remark:

"During the war we heard much about 'the blonde beast,' with pointed reference to the Kaiser, and when earlier the writer saw him proceeding through the streets of London he was struck by the fair complexion and golden moustache. Either we were colour blind therefore, or Wilhelm must have dyed his whiskers."

If the all-highest moustaches had been blue black the phrase "blonde beast" would still have been "much heard" of. It did not refer to the Kaiser, and had a literary origin of which the *Pau* man is evidently unaware.

As to the colour of the arch-egotist's moustaches, they were never golden, though we could not call them "dark." They were darkish brown in pre-war days, and gray afterwards. The dye hypothesis is quite a likely one, but why should moustaches be called whiskers?

HAMBURG LOTTERY.

DON'T SEND MONEY.

Several Hongkong residents have sent to the *China Mail* circulars received through the post from August Klein, a Hamburg lottery agent. We do not send this man your money. We are not feeling any prejudice left over from the war; the fact is that this man is at old hand at this business, and if there had never been a war we should have warned you all the same, that to send money to him is to waste it. He is not really entitled to call himself a "banker." He is a ticket tout. He says that many of his clients, through his agency, have won the largest prizes. If you waste a stamp on him, ask him for a list of these. He will reply that he is pledged to privacy.

KOWLOON GRASS FIRE.

CIGARETTE END CAUSES STUBBORN BLAZE.

A grass fire broke out in Kowloon City on Saturday afternoon. The Fire Brigade and Police were early on the scene, and after a sharp fight managed to get the flames under control. About one acre of grass and 20 young pine trees were destroyed before the flames were extinguished. The fire was supposed to have originated by a carelessly thrown cigarette stump setting alight some dried leaves.

FINDINGS NOT KEEPINGS.

P.W.D. COOLIE'S LESSON.

That, in law, findings are not necessarily keepings was a lesson impressed upon a P.W.D. coolie who was charged at the Police Court on Saturday with the larceny of a diamond ring worth \$500.

The coolie fished the ring out of a drain he was cleaning in Staunton Street and got his foreman to pawn it for him for \$250.

The C.S.P. Mr. E.D.C. Wolfe said that as no report about the ring had reached the police it seemed probable that it was lost by someone passing through the Colony. The defendant had not suggested that he was keeping the ring waiting for a reward to be offered.

Magistrate Lindell said his difficulty was to decide whether the offence would occur to the defendant as being so serious as it might to the average European. In sentencing the coolie to ten days jail he warned him that it was the duty of anyone who found a valuable article to try and find the owner before he appropriated it. In the case of a Government employee that duty was all the greater.

The accountant of the pawnshop where the ring was found by Inspector Ingham was questioned about his part in the transaction and he said the foreman told him that the ring was his own and that he had paid \$320 for it. He accepted this explanation because "being a satisfactory foreman he must know the law."

The Magistrate: You are severely censured and if anything of this sort happens again your licence will be cancelled.

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Grocers.

SINGULAR ACCIDENT.

BOULDER SMASHES INTO MATCHED.

YOUTH KILLED INSTANTANEOUSLY.

A singular accident occurred on Conduit Road yesterday afternoon, resulting in the death of a Chinese youth, 17 years of age. A gang of contractors' coolies were removing boulders from the hill side in connection with some building work, when a large rock weighing about 3 cwt. slipped from the sling and rolled down the hill, smashing through a matched used as a cook-house and crushing the boy to death. It was some time before the boulder was removed and the badly mutilated body taken from under it. The head was smashed to pulp. Death must have been instantaneous. A brick stove at which the deceased, an assistant cook, was preparing the evening meal, was wrecked. The matched collapsed and a fire was prevented only by the prompt action of other workmen who damped the matching with buckets of water from the ravine.

HARVEST THANKSGIVINGS.

YESTERDAY'S SERVICES.

There were large congregations at the Harvest Thanksgiving Services held at St. Peter's Church yesterday. The building was beautifully decorated with an abundant display of flowers and fruit and vases of flowers were placed along the pews.

A procession at the singing of "All Things Bright and Beautiful" began an impressive service. The Chaplain—the Rev. A. J. S. Stearns—was the preacher and the subject of his very interesting sermon was "Harvest Thanksgiving. During the service the Holy Sacrament was administered by the Rev. W. T. Featherstone and at its close "The God of Abraham praise" was sung.

Harvest Festival services were also held yesterday at St. Andrew's, Kowloon, where the services were well attended throughout the day. In the morning the Rev. G. T. Waldegrave preached and the Vicar, the Rev. G. R. Lindsay, was responsible for the sermon at evensong.

HOME TRADE.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester reported on Wednesday Sept. 14 as follows:—

The cotton markets have again been in a highly excitable condition and prices have fluctuated violently. This is partly accounted for by the fact that there has been further crop damage owing to storms in many districts and early reports indicated that this damage was of a disastrous nature. Spot American has stood at 21.10 in New York and 14.70 at Liverpool and Egyptian at 24.40, but these extreme rates have not been held. The rapidity with which advances and falls take place and the extent of them do in fact make it extremely difficult to appreciate the situation clearly at the present time, as it would seem that the stronger speculative elements are, for the time being, dominating the American markets.

New York certainly controls the situation temporarily at least, and Liverpool merely reflects the movements which take place there. Buying by the trade and spot houses has again been good, and there is little doubt that this is the factor which will determine the course of prices in the near future. Sentiment generally however inclines to the opinion that cotton has been too cheap and that there will not be a return to the previous low level of values for the time being. At the close of the week the tone of the markets is much steadier. In our market there has been only a small enquiry and some testing of yarn and cloth prices, but there are no signs whatever of the advance in the raw material stimulating business from any quarter. Most of the business pending has in fact been dropped owing to the irregular markets, and the tendency is now generally to wait until the position becomes more settled and clearer.

Prices are again higher for both yarns and cloth, and even what business is offered is, for the most part, now quite impossible owing to the extent of the advance. China and India have been very quiet, little enquiry of any kind being forthcoming. Egypt and the Levant show rather more interest but with a minimum of result. The Home Trade in doll.

Java and Singapore are enquiring for greys; Cambrics have also been in demand.

NORTH AND SOUTH.

CANTON EXPEDITION.

PREPARATIONS WELL ADVANCED.

For the last few weeks, absolute secrecy has been kept regarding the movement of troops of the various southern provinces preparing for the expedition against the North, says the *Canton Times*. Concentration has been completed of all the allied troops from Yunnan, Kwangsi, Keichow, Hunan and Kwangtung at the various convenient places within Hunan and even as close as the borders of Hupeh where Wu Peifu, the notorious aspirant war lord, is now being hard pressed by the Szechuen troops who are acting upon orders of this Government to hold Ichang until the arrival of the southern forces.

As far as the Cantonese troops are concerned, some of them have already departed for Hunan, and will soon march northward toward the Yangtze River region. Some of the Kwangsi troops are now threatening the borders of Hupeh, while the Hunan troops are now rallying together for another serious fight with the Northern borders.

Things have reached the stage that the presence of President Sun Yat-sen is needed at the front to assume supreme command of all the allied forces. The President is now preparing to leave for the front. He will be accompanied by a large force of military officers, counsellors, and secretaries. Central Headquarters of the Expeditionary Force will be established first in Kwangsi, then in Hunan and will be moved northward with the progress of the expedition.

President Sun Yat-sen appeared in Parliament last Thursday and gave a full report of the State affairs since his inauguration, both politically and financially. He also outlined his policy for the future in connection with the expedition against the North.

In the absence of the President, it is understood that Dr. Wu Ting-fang, Minister for Foreign Affairs, will take charge of the duties as acting President.

PRESIDENT SUN'S DEPARTURE.

Reporting President Sun's departure on the gunboat "Fo Pih" on Saturday afternoon, the *Canton paper* says that he was given a rousing send off. The streets were lined with people from the President's Headquarters all along Wing Hon Maloo right down to the Government Pier. A guard of honour saluted the President as he stepped from his motor car and walked between the cheering throngs while the military band played the National Anthem. The gunboats in the harbour were fully decorated and upon the arrival of President Sun one of them fired a presidential salute of twenty-one guns.

The Presidential party will proceed to Wuchow and then to Nanning where President Sun will confer with General Chen Ching-ming on important affairs regarding the administration of Kwangsi. Kwangsi is now ready to put its provincial house in order. The militiamen have been defeated and driven out but there are still roving bands of Kwangsi troops hiding in the fastnesses and swooping down occasionally upon the defenseless villages. Some of the defeated troops fled carrying their arms with them. These have now turned bandits and are harassing the country. Plans are being made for the speedy tranquillization of the province and the subjugation of these soldier-bandits. President Sun will personally inspect the troops and visit the places where the recent fighting took place.

After a brief stay in Nanning, President Sun will return to Wuchow and then proceed to Kweilin. It is reported that General Chen will return to Wuchow with President Sun and then come back to Canton.

Mr. W. A. Morgan, of Kowloon Docks, appeared before Magistrate Lindell on Saturday in connection with the summons issued against his wife and himself by two richa coolies for having refused to pay the legal fare on September 24. Mr. Morgan claimed that the summons had been made out in the wrong name. He said that it was a Mr. Woodger, and not himself who took Mrs. Morgan out on the night in question. Mr. Woodger was prepared to undertake all responsibility, and if the Magistrate had no objection, he would prefer to settle the matter out of Court. Mr. Morgan added that he knew nothing about the case, and did not understand why he should have been summoned. Mr. E. G. Woodger, who was present in Court, said that he was prepared to undertake all responsibility. The Magistrate referred the parties to the Traffic Inspector with a view to a settlement out of Court, but remarked that if the Inspector applied for a return of the summons, he would grant the application.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, OCT. 17, 1921.

HONGKONG MILLIONAIRES.

So we are all of us—Hongkong residents—richer than John D. Rockefeller, junior. Well, well! How do we make that out? Quite simply and rationally. Note that last week the multimillionaire walked and talked with a *China Mail* reporter. Note that he was enthusiastic about the charm of Hongkong. Said it was the most beautiful place he had seen, and he was a much travelled millionaire. He had come far to see it, at considerable expense, and after a brief peep

THE ENGLISH PEOPLE.

AMBASSADOR'S LETTERS.

"NOTHING IS EVER CHANGED."

America never sent an Ambassador to St. James's who entered more fully into our national life than Mr. Walter Hines Page. He went everywhere, was interested in everything, observed us at work and at play—and wrote voluminous and racy letters to President Wilson telling him all about us and our ways. President Wilson told his Cabinet that these letters "make you feel the atmosphere of England, understand the people, and see into the motives of the great actors," and he expressed the wish that some day they would be published.

That wish is to be gratified through the medium of *The World's Work*, the periodical of which Page was himself founder and editor, and the first of the series of letters appear in the September number. They provide interesting reading, with their shrewd thrusts at what he regarded as the faults of the national conceits. This, for instance:

"The two things that this island has of eternal value are its gardens and its men. Nature sprinkles it almost every day, and holds its moisture down so that every inch of it is for ever green; and somehow men thrive as the lawns do—the most excellent of all races for progenitors. You and I can never be thankful enough that our ancestors came of this stock and escaped in time to save us. Even those that have stayed have out a wide swath, and their wild good sense has yet. But I have moods when I pity them for their dependence for instance, on a Navy (two weeks to one) for their very bread and meat. They frantically resent this. They seem to despise bath-rooms: every gentleman must have his own tin tub.

They build their great law courts building (the architecture ecclesiastical) so as to provide an entrance hall of imposing proportions, which they use once a year, and to get this fine hall they have to make their court-rooms, which they must use all the time, dark and small and inaccessible. They think as much of that once-a-year ceremony of opening their courts as they think of the even justice that they dispense: somehow they feel that the justice depends on the ceremony. This moss that has grown all over their lives (some of it very pretty and most of it very comfortable—it is soft and warm)—is of no great consequence, except that they think they'd die if it were removed. And this state of mind gives us a good key to their character and habits.

RADICALS IN KNEE BREECHES.
A State banquet at Buckingham Palace appears to have filled the Ambassador's soul with wonder, and he writes to the President that he was much "impressed by the splendour of the thing," adding, "I don't know how other Kings do, but I'm willing to swear by King George for a job of this sort." The letter proceeds:

All for his Majesty of Denmark, a country with fewer people and less wealth than New Jersey. This whole Royal game is most interesting. H. H. Asquith and Lloyd George and John Morley were there, all in white knee-breeches of silk and swords and most gaudy coats—these that are the radicals of the kingdom, in literature and in action.

"Whether it's the Court, or the honours and the orders and all the social and Imperial spoils, they keep the illusion up, or whether it is the Old World inability to change anything, you can't ever quite decide. In Deaf's time they put pots of herbs on the desks in the court-rooms of every court in London to keep the plague off. The pots of herbs are yet put on every desk in every court-room in London. A century or so ago somebody tried to break into the Bank of England. A special detachment of the King's Guard was designated—a little company of soldiers—to stand watch at night. The Bank has twice been moved, and is now housed in a building that would stand a siege; but that guard, in uniform, goes on duty every night. Nothing is ever abolished, nothing ever changed."

A man of learning had an article in an afternoon paper a few weeks ago which began thus: "It is now universally conceded by the French and the Americans that the decimal system is a failure," and he went on to concoct a scheme for our money that would be more "rational" and "historical." In this hot debate about Ulster a frequent phrase used is, "Let us see if we can't find the right formula to solve the difficulty"; their whole lives are formulas. Now may not all the honours and garters and thistles and O.M.'s and C.V.O.'s and all manner of gaudy securities be abolished? My servants sit at table in a certain order, and Mrs. Page's maid would yield her precedence to a mere housemaid for any mortal consideration—no more than

a Royal person, of a certain rank would yield to one of a lower rank.

A real democracy seems as far off as doomsday. So you argue, till you remember that it is these same people who killed kings and made human liberty possible—to a degree—and till you sit day after day and hear them in the House of Commons mercilessly pounding one another. Then you are puzzled. Do they keep all these outworn things because they are incapable of changing anything? or do these outworn burdens keep them from becoming able to change anything? I daresay it works both ways.

Apparently the possibility that his country might have to take over and remake ours sometimes troubled Mr. Page. What (he asks) are we going to do with this England and this Empire presently if ever economic forces transfer the leadership of the race from them to us? How can we lead it and use it for the highest purposes of the world and of democracy?

"A SUCCESSFUL COMMONPLACE."

The lack of an official residence in London for the United States Ambassador has, of course, been a matter of frequent comment, and Mr. Page complained strongly concerning it. In a letter to Colonel House he wrote: "Everybody talks about it all the time: 'Will you explain to me why it is that your great Government has no Embassy? It's very odd.' 'What a frugal Government you have!' 'It's a damned mean old frugal American Government.'"

The King keeps lecturing me. Mrs. Page collapses many an evening when she sits to her room. "If they'd only quit talking about it!" The other Ambassadors, now that we're coming to know them fairly well, commiserate us. It's a constant humbug. Of course this aspect of it doesn't worry me much—I've got hardened to it. But it is a good deal of a real handicap, and it adds that much deadweight that a man must overcome; and it greatly lessens the respect in which our Government and its Ambassadors are held. If I had known this fully in advance I should not have had the courage to come here. Now, of course, I've got used to it, have discounted it, and can "bull" it through—could "bull" it through, if I could afford to pay the bill. But I shouldn't advise any friend of mine to come here and face this humiliation without realising precisely what it means—wholly apart, of course, from the cost of it.

As for our position, I think I don't fool myself. The job at the Foreign Office is easy because there is no real trouble between us, and because Sir Edward Grey is pretty nearly an ideal man to get on with. I think he likes me, too, because, of course, I'm straightforward and frank with him, and he likes the things we stand for. Outside this official part of the job, of course, we're commonplace—a successful commonplace, I hope. But that's all.

Here is Mr. Page's estimate of Colonel House, contained in a letter to Sir Edward Grey: "There is an American gentleman in London the like of whom I do not know. Mr. Edward M. House is his name. He is 'the silent partner' of President Wilson—that is to say, he is the most trusted political adviser and the nearest friend of the President. He is a private citizen, a man without personal political ambition, a modest, quiet, even shy fellow. He helps to make Cabinets, to shape politics, to select judges and ambassadors and such like, merely for the pleasure of seeing that these tasks are well done. He is suffering from over-indulgence in advising, and he has come here to rest. I can't get him far outside his hotel, for he cares to see few people. But he is very eager to meet you."

WHAT MR. KIPPLING SAID.
The meeting was a preliminary to the discussion of the Panama tols, and Mr. Page wrote to the President while the discussion was in progress:

We can command these people, this Government, this tight island, and its world-wide Empire; they honour us, they envy us, they fear us; they see the time near at hand when we shall command the capital and commerce of the world if we unfetter our mighty people; they wish to keep very close to us. But they are suspicious of our Government, because, they contend, it has violated its faith. Is it so or is it not?

Life meantime is brimful of interest, and, in spite of this reflex result of the English long blunder with Ireland (how our sins come home to roost!), the Great Republic casts its beams across the whole world, and I was never so proud to be an American Democrat as I see it light this hemisphere in a thousand ways.

Soon afterwards he was writing to the President, asking him to assist the Government here by saying "a public

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

INDUSTRY'S ONE HOPE.

SIR ROBERT HADFIELD'S POWERFUL PLEA FOR UNITY.

Writing in *Unity* the organ of the National Alliance of Employers, and Employed, Sir Robert Hadfield, Bt., makes a striking appeal for industrial peace as the only alternative to national disaster. Sir Robert is one of the foremost figures of their iron and steel industry, and as metallurgist and inventor enjoys a world reputation. He says:—"Lord Gainford has disclaimed emphatically and very properly, any wish on the part of the coal-owners to claim foremost figures of the iron and steel industry, as a victory. A reduction in wages compelled by a slump in trade can never be an employers' 'victory.' It is a reverse for the whole industry—a reverse which every one concerned should set himself to repair as soon as possible. This fact is seen more clearly in those industries where wages are already regulated on a sliding scale, as, for instance, in the iron and steel trades, where they follow prices. But the same thing is true in engineering, shipbuilding, cotton and wool, and all other industries in which the employers have been compelled to make wages. But to the workers whose wages have not much more than kept pace with increased cost of living, except in certain cases where they were scandalously low before the war, the wage-cut now imposed by circumstances sounds the knell of the hopes they had of a better standard of life in the country for which they fought. They may bow to the logic of facts, because they have no alternative, but, unless some permanent edifice of conciliation and co-partnership is reared on the foundation of the present agreements, the peace for the present attained will prove but a hollow truce. Renewed prosperity will bring renewed demands, in all probability ill timed and impatiently urged, and we shall traverse the whole vicious circle again. I suggest therefore to all employers that now is the time to meet the workers in full frank discussion of all the conditions of their common industry, to lay the cards on the table as to the state of the order-books and the conditions under which contracts may be obtained, the profits and losses made during recent years, and to discuss, with a view to arriving at a permanent scheme, the question of unemployment in a word, to dissipate the great cloud of suspicion and mistrust which is poisoning all relationships, hampering the recovery of the country, and giving the extremists who wish to overturn the whole social and industrial system their best chance."

The writer urges employers to regard the spirit rather than the letter of wage agreements, and concludes:—"It is pre-eminently a case in which every man of goodwill should ask himself not 'What can I get?' but 'What can I give?' It is no business of mine to preach to Labour, but I do venture to ask this—the workers should believe that the majority of employers are really and sincerely endeavouring to find a path to a better world of industry; that out ears are open to reasonable suggestions; that the war in which our sons sweated and froze and fought and died together has not left us callous. And, as a consequence, that Labour should, in this new spirit of trust, put forth its best efforts to regain that measure of prosperity, without which the best laid schemes of future prosperity are bound to 'gang agley.'"

word friendly to our keeping the Hay-Pauncefote Treaty" (which dealt with the tols).

Such an expression would cap the climax of the enormously heightened esteem and great respect in which recent events and achievement have caused you to be held here. It would put the English of all parties in the happiest possible mood towards you for whatever subsequent dealings may await us. It was as friendly a man as Kipling who said to me the night I spent with him: "You know your great Government, which does many great things greatly, does not lie awake at nights to keep its promises."

Mr. Page's description of the outbreak of war will take its place in history (says *The World's Work*). He described Sir Edward Grey telling him, with tears in his eyes, of his unsuccessful attempt to prevent war. The Austrian Ambassador to Great Britain wringing his hands and behaving like a madman, and of the German Ambassador, Prince Lichnowsky, so unnerved that he comes into his drawing-room clad in his pyjamas, to receive distinguished callers. Page's description of England under the stress of war—the fortitude of Englishmen, the sublime courage and self-sacrifice of Englishwomen—will be forever cherished by the British public. "I thank God," he says, "that I am of their race and blood."

word friendly to our keeping the Hay-Pauncefote Treaty" (which dealt with the tols).

Such an expression would cap the climax of the enormously heightened esteem and great respect in which recent events and achievement have caused you to be held here. It would put the English of all parties in the happiest possible mood towards you for whatever subsequent dealings may await us. It was as friendly a man as Kipling who said to me the night I spent with him: "You know your great Government, which does many great things greatly, does not lie awake at nights to keep its promises."

Mr. Page's description of the outbreak of war will take its place in history (says *The World's Work*). He described Sir Edward Grey telling him, with tears in his eyes, of his unsuccessful attempt to prevent war. The Austrian Ambassador to Great Britain wringing his hands and behaving like a madman, and of the German Ambassador, Prince Lichnowsky, so unnerved that he comes into his drawing-room clad in his pyjamas, to receive distinguished callers. Page's description of England under the stress of war—the fortitude of Englishmen, the sublime courage and self-sacrifice of Englishwomen—will be forever cherished by the British public. "I thank God," he says, "that I am of their race and blood."

word friendly to our keeping the Hay-Pauncefote Treaty" (which dealt with the tols).

SHIPPING.

NEW BILLS OF LADING RULES.

STATEMENT BY SIR NORMAN HILL.

In view of the immense importance to commercial circles of the new rules for bills of lading agreed upon here at the International Law Association Conference, the *Morning Post* has secured from Sir Norman Hill, who has been a leading factor in the settlement and has throughout shown a ready disposition to meet legitimate grievances the following statement:—

The Hague Rules, 1921, should more properly perhaps have been styled the Hague-Harter Rules, because they are based upon the famous Harter Act passed by the United States in 1893. From this flowed the Australian Sea Carriage of Goods Act (1904), the New Zealand Shipping and Seamen Acts (1908 and 1911), and the Canadian Water Carriage of Goods Act (1910). The new formula is based upon these, plus the report of the Imperial Shipping Committee drafted by Sir H. Mackinder, M.P. This recommended a uniform system throughout the Empire based on the Canadian Act.

The Hague Rules, 1921, have been prepared by business men, expressed in business terms, and by the agreement of all interests concerned with bills of lading in all maritime countries are held to satisfy business requirements. They have been hammered out by the keenest minds among ship-owners, shippers, consignees, bankers and underwriters after months of incessant work. The United States took no active part in this conference, but the attitude of their representatives at the meeting in London in July of the International Chamber of Commerce conveyed the impression that their agreement with the Hague Rules is practically certain.

I have no doubt that so far as Great Britain is concerned all the interests involved will enforce the Rules in order to bring them into operation for all transactions initiated after January 31, 1922, the date fixed in the Conference resolution.

PACIFIC FREIGHTS.

CONFERENCE REPORTED MORIBUND.

There have been rumours that the Pacific Freight Conference has become moribund, some of the companies participating therein, reducing freight rates in disregard of the agreement and endeavouring to absorb ship-owners. The representatives of the N.Y.K., O.S.K., T.K.K., Mitsui Bussan Kaisha, and Blue Funnel Line, etc. held a general meeting at the N.Y.K. Kobe office on the afternoon of September 15 and investigated the truth of the rumours, while exchanging views as to the maintenance of the conventional rates and the consolidation of the position of the Conference, says the *Japan Chronicle*. There has for long past been profound dissatisfaction among the shipping companies regarding the Conference. When cargoes in one direction are scanty, it is said that some ships sail empty and others full in an altogether inexplicable way. The situation is complicated by the U.S. Shipping Board vessels not being allowed to carry timber and by the conventions between the North American railways and the other steamship lines. The U.S.S.B. ships are not allowed to carry Oregon timber (in which there is an enormous trade at present) because they would only lose money thereby at present freight rates. The reason why other lines can carry it profitably is said to be because they are fed by the different railways with whom they work in conjunction and because they are able to secure better cargoes on the eastward voyage. Meanwhile, of course, the abstention of the U.S.S.B. from the lumber trade raises freights and benefits those who do carry it. So far as individual ships and lines are concerned, the service they offer, of course, makes a great difference to the business they attract. The great punctuality and superior cargo-handling facilities of the Blue Funnel line, for instance, are of great advantage to shippers.

The writer urges employers to regard the spirit rather than the letter of wage agreements, and concludes:—"It is pre-eminently a case in which every man of goodwill should ask himself not 'What can I get?' but 'What can I give?' It is no business of mine to preach to Labour, but I do venture to ask this—the workers should believe that the majority of employers are really and sincerely endeavouring to find a path to a better world of industry; that out ears are open to reasonable suggestions; that the war in which our sons sweated and froze and fought and died together has not left us callous. And, as a consequence, that Labour should, in this new spirit of trust, put forth its best efforts to regain that measure of prosperity, without which the best laid schemes of future prosperity are bound to 'gang agley.'"

word friendly to our keeping the Hay-Pauncefote Treaty" (which dealt with the tols).

Such an expression would cap the climax of the enormously heightened esteem and great respect in which recent events and achievement have caused you to be held here. It would put the English of all parties in the happiest possible mood towards you for whatever subsequent dealings may await us. It was as friendly a man as Kipling who said to me the night I spent with him: "You know your great Government, which does many great things greatly, does not lie awake at nights to keep its promises."

Mr. Page's description of the outbreak of war will take its place in history (says *The World's Work*). He described Sir Edward Grey telling him, with tears in his eyes, of his unsuccessful attempt to prevent war. The Austrian Ambassador to Great Britain wringing his hands and behaving like a madman, and of the German Ambassador, Prince Lichnowsky, so unnerved that he comes into his drawing-room clad in his pyjamas, to receive distinguished callers. Page's description of England under the stress of war—the fortitude of Englishmen, the sublime courage and self-sacrifice of Englishwomen—will be forever cherished by the British public. "I thank God," he says, "that I am of their race and blood."

word friendly to our keeping the Hay-Pauncefote Treaty" (which dealt with the tols).

word friendly to our keeping the Hay-Pauncefote Treaty" (which dealt with the tols).

Coastwise, inwards, 5,000,680; outwards, 1,482,714; total, 6,483,374; making a grand total of 24,320,249. Compared with the previous year the net increase was 3,420,672 tons, of which 2,612,083 tons were in the foreign and 808,584 tons in the coastwise trade.

The total revenue was £10,043,731, and the total expenditure was £7,101,601, leaving a balance of revenue of £2,942,130. After providing for expenditure on works, payment of income tax, interest on port stock, sinking fund charges, &c., there was a surplus revenue for the year of £7,101,601. Of this amount £200,000 was transferred to general reserve fund and insurance fund, thus leaving £512,697. Adding to this a balance of £383,347 brought forward in March, 1919, there is a total balance of £896,044 to be carried forward, subject to liability, if any, for excess profits duty. The amount standing to the credit of the general reserve fund in March last was £983,337.

LONDON DOCK THEFTS.

During 1920, states the London Docks report, 842 persons were convicted of larceny and unlawful possession as against 934 in the previous year. Of these 320 persons were imprisoned, 410 fined, and 112 bound over or otherwise dealt with. Of the 730 sentences 43.9 per cent. were imprisonment and 56.1 fines. The sentences of imprisonment were considerably higher in proportion than in the previous year. The London Chamber of Commerce appointed a committee to deal with the question of pilferage of goods in transit and the Authority was represented on the committee by their chief police officer. In February last a deputation waited upon the Home Secretary to call his attention to the increasing prevalence of this form of crime on the river and within the port, and the pressing need for remedial measures. The Home Secretary then stated that the Metropolitan Police were holding an inquiry into the matter and would in due course report to him their findings.

The Shipping Police Scheme established last year came into force on the 1st April, 1920, and by the end of July, 116 officers and men, the full strength, were at work. As a result there is already a marked decrease in pilferage on ships in the docks.

At long last the former German cruiser "Danzig" is to be actually broken up at Whitby, where she has been lying since early in the year. She took no very active part in the war, being employed on training duties after having proved herself a poor man-of-war, in spite of the fact that she was over five years under construction. After her surrender under the terms of the Peace Treaty she was sold to a well-known Whitby shipping man to be broken up. But he knew the tastes of the Yorkshire pleasure seeker, and saw no reason why he should not get quite a lot of his money back before he started operations. Therefore, he has been exhibiting her all through the summer at two shillings a head, and from morning to night there has been a constant stream of sight-seers month in and month out. Altogether it is doubtful whether any of the many firms who bought these German ships for scrap will be quite as well pleased with their bargain as the canny Yorkshireman.

THE END OF A SHOW SHIP.

The debate became extremely heated, and finally was adjourned.

GENERAL NOTES.

The steamer "Koun Maru," 1,800 tons, owned by Mr. Ikeda, of Kobe, on her way from Chinwangtao to Kobe, sprang a leak and sank off Elliot Group in the Gulf of Pechili on September 26. Her crew of 25 men were rescued from small boats by the C.N.S. "Shunfien off the coast of Tientsin and were taken to Cheloo.

Mr. Lo Chang, the Chinese Consul-General in London, states that the Chinese Republic is making preparations to conduct more of its own shipping trade. Shipyards are in operation, and there is a special bureau in Shanghai whose object it is to promote Chinese shipping. Vessels are continually being chartered by Chinese firms, chiefly for the coastal and river trade, but proposals are afoot for the establishment of Chinese ocean services. Last year there was talk of starting a Sino-Beignian line, with part of the capital to be held in each country, and it is likely that this system will be developed in the case of other European countries which desire to trade with China.

The Admiral Line office in Yokohama has received a message telling of the allotment of the "Bay State" sister ship of the other Shipping Board vessels now on Oriental runs, to the company by the United States Shipping Board. The "Bay State" will start for Seattle shortly and will leave that port on her maiden voyage to the Far East on December 10.

VIRTUALLY A PRISONER.

SENSATIONAL STORY OF KAISER'S FLIGHT DENIED.

The roundabout report from Paris that the ex-Kaiser had disappeared from Doorn in an aeroplane has caused no little amusement in well-informed circles, says the *Central News*, where it is definitely stated that the former German Emperor is still virtually a prisoner in his palatial residence.

So well is the ex-Kaiser guarded by the Dutch authorities that there is little chance of his escaping from Holland, even though he had any such intention. Day and night a strong force of police, assisted by military, remains on duty around Doorn, and in some places barbed wire entanglements have been erected to render more difficult any attempt at approach to the place.

Since the ex-Kaiser took up his residence at Doorn, he has only left the house or grounds on two occasions, once to undertake a shopping mission in the town of Doorn; and once to visit a Dutch official. On each occasion, before the ex-Kaiser was able to walk outside of the grounds of his residence he had to obtain the permission of the Netherlands Government.

It is denied through Reuters Agency that the British Government has energetically represented its view to the Dutch Government on the subject of a telegram sent by the ex-Kaiser to his supporters in Germany. In well-informed circles the ex-Kaiser is no longer regarded as a political factor of importance, and his attitude is not thought to be worthy of much consideration.

REPUBLIC "AN EPISODE."

News from Berlin continues to indicate the severest tension between the Government of Herr Wirth—eager to honour reparation obligations—and the Right extremists.

Thus at the congress of the German National party at Munich (states Reuters) the former Prussian Finance Minister, Herr Herg, said:—"We regard the German Constitution merely as an episode. We will not allow it to keep us from the attainment of our highest aims, namely, the restoration of the Monarchy and the carrying out of the ideal of Kaiserdom which was the German people's ideal in the past, and will be so again in the future."

"We are in the strongest opposition to the Government, and are not afraid of the overthrow of the Ministry. We will not swallow the Government's exceptional measures against the German Nationals."

BAVARIAN STORMS.

The Reichstag Vigilance Committee, composed of eight Reichstag deputies, whose task it is to supervise public affairs during the Parliamentary recess, met to discuss the raising of the state of siege in Bavaria.

Herr Dittmann said a Bavarian paper had published an article which was clearly an incitement to the murder of Erzberger.

Herr von Preger, a Bavarian delegate, said: "Bavaria is accustomed to be governed from Munich, and not from Berlin." He warned them not to draw the bow too tightly.

The Imperial Chancellor replied that the Bavarian delegates speech sounded a threatening one. The tension between the whole of the working population and the parties of the Right was enormous, and he would leave it to the Assembly to discover where the responsibility was. The Imperial Chancellor's speech caused a great sensation.

The debate became extremely heated, and finally was adjourned.

The Admiral Line had anticipated obtaining the "Bay State" several months ago, but due to the reorganization of the Shipping Board the allotment was delayed to such an extent that it was not known until recently whether or not the vessel would be obtained. The "Bay State" will make four Shipping Board boats that the Admiral Line will have in operation between Seattle and the Far East.

News has been received in Shanghai that the Nippon Yusen Kaisha is shortly to have two fast-passenger vessels of 5,500 tons gross each which are being built in England placed on its services between Shanghai and Japan ports. The N. Y. K. is already operating seven steamers on its Yokohama-Shanghai line (weekly) and Osaka-Kobe-Shanghai line (twice a week) but has for a long time been planning to inaugurate a fast service between this port and Japan, thereby facilitating connections between China and Japan. Each steamer will carry 360 passengers and have two classes, first and third. They will be able to develop more than 184 knots an hour, so that at the trip between Shanghai and Nagasaki, which now requires 36 hours, can be completed in about 28 hours.

At long last the former German cruiser "Danzig" is to be actually broken up at Whitby, where she has been lying since early in the year. She took no very active part in the war, being employed on training duties after having proved herself a poor man-of-war, in spite of the fact that she was over five years under construction. After her surrender under the terms of the Peace Treaty she was sold to a well-known Whitby shipping man to be broken up. But he knew the tastes of the Yorkshire pleasure seeker, and saw no reason why he should not get quite a lot of his money back before he started operations. Therefore, he has been exhibiting her all through the summer at two shillings a head, and from morning to night there has been a constant stream of sight-seers month in and month out. Altogether it is doubtful whether any of the many firms who bought these German ships for scrap will be quite as well pleased with their bargain as the canny Yorkshireman.

ROBINSON CRUSOE DEPOTS.

FOOD STORES TO BE PLACED ON DESOLATE ISLANDS.

Should there be an international agreement amongst the Governments for placing food stores on lonely islands off the beaten tracks of the oceans as emergency for shipwrecked men?

Recently, writes a *Daily Chronicle* representative, the Norwegian Government has taken the chance afforded by an expedition to restock the lonely Crozet Islands (Indian Ocean). Inquiries at the British Admiralty showed that there has never been an order or regulation which enabled either the survey ships or warships that went off the beaten tracks to leave caches of provisions for the benefit of distressed mariners.

A writer in the Chief Steward shows that of the great trade routes there are huge expanses of ocean in which a ship in distress might find itself for days absolutely alone.

As Kipling says by the mouth of M'Andrew:—

"We'll take our stretch—three weeks an' odd by any road ye'ller— Fra' Cape Town East to Wellington—ve need an engineer."

Fall there—ye've time to weld your shaft—aye, eat it, ere ye're spoke! Or make Kerguelen under sail— three jiggers burned wi' smoke!

STORES IN A CAVE.

Between South Africa and Australia there are a number of islands which are only occasionally visited by whalers or other chance craft. In 1906 the whaling schooner "Catherine" was wrecked on the Crozet Islands, and the crew lived on the food stored at one of the depots, and on seals and penguins.

Depots have been established by the French Government on Amsterdam, St. Paul, and the Kerguelen Islands. They sent out a warship for the purpose, and in one case placed the food stores in a cave, closing the entrance with stones.

"The New Zealand authorities are very generous, indicating depots by signs, and putting in food, medicines, clothing, and tools." Because real poachers plundered them, permanent watchers are stationed at the stores.

On Cape Virgins, at the entrance to the Magellan Straits, the Chilean Government have established a depot with a notification that shipwrecked men may land on the island of Tierra del Fuego without fear of Patagonian Indians, the most treacherous tribe of which are easily scared by firearms.

Other shelters for men in distress are erected on Vancouver Island, and on the Skeidar Sands (provided by the Iceland authorities). Mostly they contain biscuits, clothes, matches, and cooking utensils.

INJUDICIOUS EATING.

A Common Failing.

Many people have themselves to blame for the fact that they are victims of indigestion, for the trouble is usually brought on either through over-eating, an unwholesome diet, or faulty mastication.

When the aliment becomes a chronic victim sometimes fly to pre-digested food, or purgatives. Though such things may bring temporary relief, they do not cure the cause.

To eliminate indigestion we must get at the cause. Like all other organs of the body, the stomach calls upon the blood for nourishment, and if the blood is poor and thin, it cannot do its work. Indigestion soon results. Build up the system, maintain a supply of pure rich blood, and you get to the root of the trouble.

That is why Dr. Williams' pink pills have proved successful in so many cases of indigestion and stomach trouble. They combat the poisons in the blood, purify and enrich it, and so enable it to restore the digestive organs to health and strength.

Just one example of the beneficial results of Dr. Williams' pink pills is here quoted. Mrs. Alice Norris, of 1, St. James's Place, Greenwich, England, recently said:—

"In November, 1910, I was very run down. For a long time I had been under the care of a doctor, but not being satisfied with his treatment, I sought other medical advice, and this doctor gave me to understand I was suffering from acute indigestion and purpura of the heart. I had two bottles of medicine, but none of it did me the slightest good. I was awfully depressed. I could not eat at all, and was on milk diet."

"Then, one day I read in a newspaper about Dr. Williams' pink pills. I obtained a bottle of the pills, and after taking them for a little while the pains I had been subject to were not so violent. I found I could eat food that I dare not touch before for fear of indigestion. I continued with the pills, and every day saw an improvement. Soon I was able to eat practically anything I fancied. I am now feeling fine, and enjoy life. I am convinced it is Dr. Williams' pink pills, and them alone, which have done me so much good."

You, too, can improve your digestion by beginning Dr. Williams' pink pills now. Any dealer can supply, or direct from Dr. Williams' Medicine Co., 28, Essex Street, London, at \$1.00 the bottle, 60¢ for six bottles, post free.

A free book, "What to Eat," that gives just the information you want regarding your diet, will be sent in response to a postcard request. Write for it now.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	10th Oct.	Singapore, Colombo & Bombay.
"ARDINIA"	6,800	22nd Oct.	MAHARAJA, LONDON & A'warp.
"KARNATA"	8,000	14th Nov.	MAHARAJA, LONDON & A'warp.
"NTANZA"	7,000	26th Nov.	MAHARAJA, LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,700	20th Oct.	Calcutta, via Singapore, Penang and Rangoon.
-----------------	-------	-----------	--

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	19th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	14th Nov.	

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,100	23rd Oct.	Shanghai and Kobe.
"ST. ALBANS"	4,500	26th Oct.	Tokyo and Japan.
"LAHORE"	5,500	4th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta or Madras direct.
All Cabins are fitted with Electric Fans free of charge.
Passengers and Porters are liable to be cancelled or altered without notice. Passages measured not more than 24 ft. x 5 ft. x 11 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, etc., apply to—
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing Woe Street, Central.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through bills of lading issued to all Overland Common Points in U.S.A. and Canada.
SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.
FUSEIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.
KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez & Port Said.
IYO MARU ... Friday, 28th Oct., at 11 a.m.
ATSUTA MARU ... Friday, 11th Nov., at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Saturday, 22nd October.
LIVERPOOL via MARSEILLES.
KAMAKURA MARU ... Beginning of December.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKU MARU ... Tuesday, 18th Oct., at 11 a.m.
AKI MARU ... Tuesday, 18th Nov., at 11 a.m.
NEW YORK via PANAMA & CUBAN PORTS.
DURBAN MARU ... Thursday, 20th Oct.
DELAGO MARU ... Friday, 25th Nov.
NEW YORK via SUEZ.
RANGOON MARU ... End of October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape KAWACHI MARU ... Tuesday, 8th November.
BOMBAY via Singapore, Penang & Colombo.
AKITA MARU ... Saturday, 22nd Oct.
WAKASA MARU ... Thursday, 3rd Nov.
CALCUTTA via Singapore, Penang & Rangoon.
TOTOMI MARU (omit Penang) ... Saturday, 29th Oct.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Friday, 18th Nov., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... Friday, 29th Oct., at 11 a.m.
YOKOHAMA MARU ... Sunday, 13th November.
YOKOHAMA MARU ... Sunday, 30th Nov., at 11 a.m.
For further information apply to—
NIPPON YUSEN KAISHA.
K. H. KAWACHI, Manager.
Telephone Nos. 292 and 293.

BRITISH FLAG FIRED ON.

"RALPH MOLLER" TAKES REFUGE IN MURORAN.

It is reported from Japanese sources that the steamship "Ralph Moller," flying the British flag bound for Kamchatka out of Shanghai, is held in the harbour of Mororan, a Japanese port—a gunboat belonging to the Merkuloff Vladivostok government standing by, says the China Press.

The "Ralph Moller" was fired upon by the Merkuloff craft on October 6 as she was proceeding to Petrovsk with a valuable cargo for Kamchatka. The Russian gunboat "Bartary" compelled her to turn about and make for the nearest port, where she is now detained, forbidden to proceed.

As the ship belongs to Moller and Co. and the cargo the property of a British subject, the British Ambassador at Tokyo was informed immediately and inquiries instituted as to the authority of the Merkuloff government to block legitimate trade with Kamchatka.

The affront to the British flag is said to have incensed the Embassy at Tokyo, and strong representations will be made.

In the meantime the "Ralph Moller" remains in the harbour of Mororan, as no guarantees are obtainable that the gunboat will not renew the attack immediately after the vessel leaves that port.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Patavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain WALKER, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, 20th October, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 4, 1921.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

1.—In Victoria, with two Bearers.	
Quarter hour.....	10 cents
Half hour.....	20 "
One hour.....	35 "
Two hours.....	50 "
Three hours.....	70 "
Day (8 a.m. to 6 p.m.).....	\$1.00
If the trip is extended beyond Victoria, half fare extra.	
Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.	
2.—Beyond Victoria, with four Bearers.	
Quarter hour.....	0.20
Half hour.....	0.40
One hour.....	0.60
Two hours.....	0.80
Three hours.....	1.00
Day (8 a.m. to 6 p.m.).....	1.50
Day (6 a.m. to 6 p.m.).....	2.00
3.—In the Hill District.	
With 2 Bearers With 4 Bearers.	
Quarter hour.....	\$0.15 \$0.30
Half hour.....	0.30 0.40
One hour.....	0.50 0.60
Two hours.....	0.70 0.80
Three hours.....	0.90 1.00
Day (8 a.m. to 6 p.m.).....	1.50 2.00
Day (6 a.m. to 6 p.m.).....	2.00

RICKSHAS

1.—In the Island of Hongkong, if engaged in Victoria.	
Ten minutes.....	5 cents
Quarter hour.....	10 "
Half hour.....	15 "
One hour.....	20 "
Every Subsequent hour.....	20 "
Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Pay View Police Station on the Eastern side of the City of Victoria after 8 p.m., an extra half fare shall be chargeable.	
2.—In Kowloon.	
Quarter hour.....	5 cents
Half hour.....	10 "
One hour.....	15 "
Every Subsequent hour.....	10 "

20 cents shall be added for each extra hot or part of an hour if the hirer causes the journey to take longer than—
4th mile..... 75 cents... 1 hour.
single..... \$1.00..... 2 hours.
Beyond 4th to 8th mile—
single..... \$1.20..... 2 hours.
return..... \$1.50..... 4 hours.
Beyond 8th to 12th mile—
single..... \$1.75..... 2 1/2 hours.
return..... \$2.00..... 5 hours.
Beyond 12th to 16th mile—
single..... \$2.00..... 3 hours.
return..... \$2.50..... 6 hours.
Fares for journeys beyond the 16th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one ricksha with three coolies from Tsai Sha Tsui.

CHILDREN'S COLDS.

Why let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storekeepers.

SHIPPING.



VEREENIGDE NEDERLANDSCHE SCHEEPPAART MAATSCHAPPIJ
(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China & Japan Conference)

Regular monthly service between
YOKOHAMA, KOBE, DAIKEN, SHANGHAI, HONGKONG, MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.
Steamers. For Sailing on or about
"BOERBE" Amsterdam, Rotterdam & Hamburg 2nd Nov.
"TOS. RI" Amsterdam, Rotterdam & Hamburg 15th Dec.
"OLDEKERK" Rotterdam, Amsterdam & Hamburg 10th Jan.
"RADJA" Amsterdam, Rotterdam & Hamburg 10th Feb.
For full particulars please apply to—

JAVA CHINA JAPAN LYN,

General Agents, York Building.
Telephone No. 1674.

JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN

Steamer.	From	Expected on or about	Will leave on or about	For
"SAIKIRI"	Java	18th Oct.	24th Oct.	SAN FRANCISCO via Manila.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of mail-passengers.
All steamer carry a duly qualified surgeon.
Cargo taken on through bills of lading to all Overland Points to the United States of America and Canada.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN
General Manager.
Telephone No. 1674. York Building.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

THE Steamship

"PERSEA MARU"
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, & DAIKEN.

The above named Steamer having arrived Oct. 14, 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's immediate discharge will be landed at consignee's risk. Consignees of cargo are further notified that on account of a fire which broke out on this steamer at Yokohama, all cargo actually on board at the time of the fire will be subject to General Average, and before delivery of such cargo can be given they must sign General Average Bond, fill in Valuation Statement and pay a General Average contribution of 7 1/2% of the net market value of the goods.

Storage will be assessed on cargo remaining undelivered after Friday, 21st October, 1921. All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Saturday, 22nd October, 1921, at 10 A.M. No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.
Y. TSUTSUMI, Manager.

Hongkong, October 14, 1921.

MITSUBISHI SHOJI KAISHA, LTD.
(Mitsubishi Trading Co., Ltd.)
COAL, GENERAL IMPORTS AND EXPORTS.

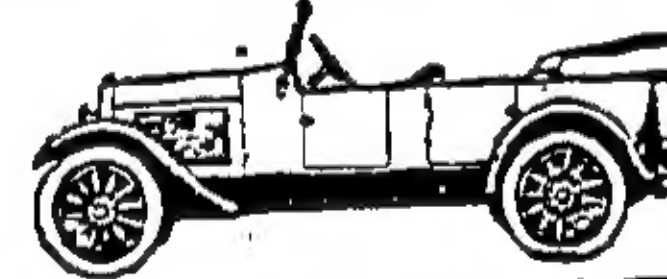
SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE, KIRIKIDARE, YOHIO, ROJO, NAKAGAWA, RAYO, SHIN, KANAI, AIBAI, KAMIYA, MADA, AND OYUABE.
AGENTS FOR SAKITO COAL.

Head Office.—TOKYO.

Branches and Representatives:—
Nagasaki, Kanran, Wakamatsu, Moji, Kobe, Osaka, Tsunaga, Nagoya, Yokohama, Tokyo, Hakodate, Matsuyama, Otsu, Vladivostok, Fukuoka, Hankow, Dairen, Tsingtau, Tientsin, Shanghai, Hongkong, Canton, Manila, Singapore, Soerabaya, London, Paris, New York and Seattle.

Cable Address.—WASABISAL
Cable.—A. B. U. 2nd Ed.
Western Union and Bantley.
A. K. K. for the Mitsubishi Marine & Fire Insurance Co.
The Osaka Marine & Fire Insurance Co.

P. Particulars, apply to—
S. KOMURA, Manager.
No. 14, Penang Street, Hongkong.



PALACE MOTOR Co., Ltd.
Phone Central 644
Western Branch 3148
Kowloon Branch 8307
New Cars For Hire & For Sale.
Private Cars repaired.
Repairing Cars a Speciality.

MASSAGE.

Mr. HONDA and Mrs. HONDA.
14 years experience.
No. 24, Wyndham Street,
(Opposite to the China Mail.)

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE, AND
ELECTRIC WELDERS.
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
Length 757 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SILL (B.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,

AGENTS
HONGKONG, CHINA & JAPAN.

SHIPPING

STRUTHERS & DIXON, Inc.

Operating For Eastern services for account of the
UNITED STATES SHIPPING BOARD.

To SEATTLE AND VANCOUVER
"West Iris" ... 29th October.
To LOS ANGELES & SAN FRANCISCO
"West Calera" ... 24th October.
Also, cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK,
BALTIMORE, PHILADELPHIA,
NEW YORK, & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
"PERSEA MARU"	8,000	Oct. 20th at 10.30 a.m.
"TAITO MARU"	8,000	Oct. 29th.
"FIBERIA MARU"	8,000	Nov. 15th.
"TENYO MARU"	8,000	Nov. 27th.
"KOREA MARU"	8,000	Dec. 7th.
"SHINYO MARU"	8,000	Dec. 18th.

Calling at Dairen and omitting call at Keelung & Shanghai.
Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDALUSIA ROUTE TO BUENOS AIRES.

STAMPAER. TONS. LEAVE HONGKONG.

"SEIYO MARU" 14,000 Nov. 9th.

"BAKUYO MARU" 17,000 Dec. 13th.

For full information regarding passengers, freight and sailings, apply to—
Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 3374 & 2275.
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class, Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

BRANCHES CAPTAIN LEAVING.

HAIRONG Capt. W. Cooper ... TUESDAY, 18th Oct., at 2 p.m.

HAIRONG Capt. W. C. Fennore ... FRIDAY, 21st Oct., at 2 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

COOKS "FAR EASTERN TRAVELLERS GAZETTE" containing

Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COUPON" THOS. COOK & SON,

Telephone No. 634. Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Cable Office.—LUDGATE CIRCUS, LONDON, E.C.

MUMEYA & SANO

NORMAL ARTIFICIAL LIGHT STUDIO.

Studio reopened at 33-40, Queen's Rd. C. (opposite

Hongkong Theatre) photo taken Day and Night using

5,000 c.p. light. Film Printing and Developing under-

taken. Special attention to Home portraits.

Telephone 254.

LOCAL AQUATICS.

HONGKONG POLICE.

FIRST MEETING ON SATURDAY.

The Hongkong Police Force held their first annual aquatic sports meeting in the V. R. C. bath on Saturday afternoon. For a first attempt, the function was a great success from every point of view. Members of the Force attended in large numbers with their wives and families. Most of the events attracted a large number of entries and several heats had to be run. Some very good races were witnessed. A break of fifteen minutes was made in the programme for tea which was served by Wismen in the dance hall of the Club. Mr. R. C. Wichee, hon. secretary of the V.R.C., and Master-Gunner May helped considerably in the management of the meeting, and were to a great extent responsible for its success. The other members of the committee were Messrs. C. G. Perdue, A.S.P. (hon. secretary), P. Condon and F. Kilburn. The Judges and starters were Messrs. T. H. King, A.S.P., J. Ralston, R. C. Wichee, J. Kerr, C.I., and Master-Gunner May. An orchestra, formed by some friends of the Force, contributed to the afternoon's enjoyment with lively music. Much amusement was caused by Messrs. Condon and Griffin in some Charlie Chaplin-Mabel Norman "stunts" from a canoe in the bath. The greasy pole and life saving competition also raised many laughs. Inspector Gerrard showed fine form against the younger members of the Force and scored two popular wins in the two lengths breast stroke, and two lengths handicap for Inspectors and "Subs." L. S. Keen showed great ability in the event for Sergeants and "Lancos" but could not make up for his handicap in the final, losing a good race by a yard. He was a hot favourite for the Championship of the Force, but the surprise of the meet was provided by L. S. McKinlay who won comfortably several lengths in front of Keen. McKinlay also scored in the nomination race, partnered by Mrs. Carpenter. A 100 yards visitor's race did not attract any entry, and was struck out. Johnstone was heavily handicapped in the 100 yards for members of the V.R.C. coming in third. He penalised 23secs. to Garrod and passed him in the third lap. A team race was keenly contested. Garrod led for Keen's team in the first pair, but McKinlay's men asserted themselves in the next, and maintaining the lead to the end, won comfortably in 2mins. 45.3 secs. A water polo match between teams chosen from the members of the V.R.C. brought the meeting to a successful close. The Blues who had Busschaert in their forward line were too strong for the Whites, and won by 5 goals to nil.

At the conclusion of the sports Mrs. T. H. King distributed the trophies, and was presented with a beautiful bouquet in a silver vase by Miss Garrod. Mr. King, in acknowledging the compliment on behalf of his wife, said that the meeting had been successful beyond all expectations. They had seen some very good races, and had all enjoyed themselves immensely. He hoped that this would be the first of many more meetings to come. He thanked the V.R.C. for the loan of the bath. Mr. Wichee for his assistance, and the prize donors for their support. Cheers for Mr. King on the call of Mr. Perdue, for the committee of the V.R.C., and for the prize donors terminated the proceedings.

Mr. E. D. C. Wolfe, C.S.P., who was present the last part of the afternoon, was an interesting spectator.

RESULTS.

The results were:—
Two Lengths Handicap.—(Sergs. and L. Sgts.) 1. Armit, 42.3 secs.; 2. Whant, 48 secs.
Two Lengths Handicap.—(Sons of members) 1. B. Angus, 16 secs.; 2. F. Angus, 46.1 secs.
Two Lengths Breast Stroke.—1. Insp. Gerrard, 13 secs.; 2. L. Russell, 44.45 secs.

N.Y.K. FARES.

NEW GRADING FOR PACIFIC.

Differential trans-Pacific passenger fares, graded according to the class of accommodation, are announced by the Nippon Yusen Kaisha to take effect on four of the company's ships beginning October 29.

The ships affected are the "Suwa Maru," "Fushimi Maru," "Katori Maru" and "Kashima Maru." The "Suwa" is due to sail for Hongkong on October 29. The new fare from Shanghai to Victoria B. C. or to Seattle will be as follows:

FIRST CLASS.	
Promenade Deck berth.	Yen
Single berth cabin.....	796
Two-berth cabin.....	692
Bridge Deck berth, sofa.	Yen
Three-berth cabin.....	692 592
Upper Deck.	
Single berth cabin.....	760
2, 3, 4 and 5 berth cabin.....	682 592
SECOND CLASS.	
	402 352

MR BREWER MENDING.

The many friends of Inspector L. S. Brewer of the Sanitary Department, at present seriously ill in the Government Civil Hospital with tetanus, will be pleased to hear that the latest report is very favourable as to his recovery.

Life Saving Competition (start in patrol kit).—1. L. S. Hopkin; (one try) 2. J. S. Griffin (two tries).

Nomination Race (men swam to the middle of the bath, picked up needle and a thread from the side, took them to a partner at the end of the bath who threaded it. The men then swam to the finishing point).—Winners: 1. Mrs. Carpenter and L. S. McKinlay; 2. Miss Angus and L. S. Ellwood.

Championship of the Force. (100 yards).—1. L. S. McKinlay, 81.2 secs.; 2. L. S. Keen, 86 secs.

Team Race.—McKinlay's team beat Keen's team. Winning team: McKinlay, Armit, Ellwood and Earnshaw. Time: 2min. 45.3 secs.

Two Lengths Handicap (Inspectors and Sub-Inspectors).—Only two started. Gerrard and Reynolds. Gerrard won. Time: 42 secs.

100 Yards Handicap (members of the V.R.C.).—1. G. Jack, 64.2 secs.; 2. J. V. Ramsay, 73 secs.; 3. J. Johnstone, 62 secs. (23 secs. handicap).

Greasy Pole.—1. Sgt. Field; 2. L. S. Keen.

Water Polo.—Teams from V.R.C.—Blue beat White, 5-0.

AMBULANCE BRIGADE.

MEETING YESTERDAY.

The V.R.C. was again crowded yesterday morning, when the St. John's Ambulance Brigade (Overseas) held their aquatic competitions for the Brigade trophies. There was a good attendance, and some exciting events were witnessed.

RESULTS.

The results were:—
Team Race (shield presented by the Hon. Sir Paul Chater, C.M.G.).—1st. Saiyungpun Division.

Life Saving (Sir B. Ho Tung Cup).—1st. Chan Chi-fat; 2nd. Chan Chung-sang; 3rd. Chan Hui-mi.

100 Yards Championship (Ho Bro' Cup).—1st. Lung Tit-sang; 2nd. Chan Hui-mi; 3rd. Ko Yau-cheung.

50 Yards on back (Nam Yeung Bros. Cup).—1st. Chan Hui-mi; 2nd. Lung Tit-sang; 3rd. Ko Yau-cheung.

100 Yards Breast Stroke (Chan Chien-nam Cup).—1st. Lung Tit-sang; 2nd. So Tai-keung; 3rd. Wong Kam-cheung.

Champion on Points.—Lung Tit-sang.

Division Championship.—Saiyungpun.

Mr. E. Ralph briefly addressed the competitors and gave away the prizes. Messrs. Hamilton, Mycock, Fox and Morris were responsible for the arrangements.

JUMPING INTO SPACE.

VIVID DESCRIPTION OF PARACHUTE DESCENT.

Jumping into space, suspended from a parachute, is no longer quite the romantic event that it was before the war. The jump itself of course always will remain a sufficiently exciting experience for the few people who chance to make it, but, declares a writer in *The Times*, generally, and quite rightly, the parachute has come to be regarded as the airman's lifeboat instead of an intrepid professional's livelihood.

Properly harnessed to a properly packed parachute, the man or woman who leaps into space, voluntarily or otherwise, has, as actual statistics prove, very little to fear. Still, there is always the imagination! The world seen, say, from a balloon 5,000 feet up looks a very delightful toyland. But to reach earth by jumping down towards it requires not so much courage as an astounding confidence in the silken umbrella that lies packed up—with its cord leads, too, carefully coiled according to plan and practice—in the waterproof case that hangs suspended outside the basket. In the war zone in France it was not altogether uncommon for the occupants of the basket of an observation balloon to hear the ominous rattle of machine gun fire from immediately overhead, closely followed by the screech of a theoretically friendly "Archie" gun, and a frenzied appeal over the telephone to "jump, the sausage is on fire!" That was quite sufficient for all but the petrified. Over one went, anyhow, feet first, head first, tripping over the edge of the basket in an agony of hurry and flurry.

FALL OF 200 FEET.

To jump, deliberately, feet downwards, is to outdo the sensations offered by a lift by many feet per fraction of a second. Once committed to the fall, however, there is very little time available for mere terrors. Perhaps one topples over and over, and wonders feebly if the harness and rope attachment will stand the strain; but, before long, a dapping overhead tells of the gradual ballooning-out of the silk. One may have fallen two hundred or more feet before this occurs; then comes a not unpleasant tug and a sense of rising instead of falling. Next, it is realised that a wide swinging to and fro has begun. Sometimes this pendulum effect is so exaggerated that it produces sickness, not to mention acute panic—it is not nice suddenly to discover oneself almost level with the wide expanse of silk that ought to be saving one's life. Overhead. But the swinging goes on, and a new sense of slipping rather than falling to earth begins. In fact, until the ground seems to be coming up and looks aggressively large and hard in so doing, one experiences an exhilarating feeling of safety and well-being, even of superiority to the ordinary mortals who do not aspire to such things as parachutes. Such is the little weakness of a badly frightened man who realises that he is safe once again.

GETTING BACK TO EARTH.

Coming back to earth again, however, is a stern and unpleasant reality. Trees and houses, expanses of barbed wire, jagged looking walls, and monstrous looking buildings, rapidly come into sight. Up the ground comes, and wider and wider becomes the swing, but where exactly one will touch the no longer friendly earth is obviously entirely in the hands of Fate—or rather the wind. There is a road, a ditch, a wall, a house, all safely left behind. Then, trying very, very hard to land face forward, one's feet abruptly touch the ground with a bump—just as though one had jumped off the mantel-piece at home and rather misjudged the distance.

Such is the anti-climax of a parachute descent, unless a fierce ground wind is blowing and the parachutist learns to his cost that his chief dangers are on the ground and not in the air. Landing in a sitting position, perhaps, is less dignified and pleasant, but one realises that he is safe once again.

members only one complaint on that score, and that came from a very brave man indeed, who was always wonderfully dressed. "Safety first" is the complacent motto of all lesser folk.

MAN FROM HONGKONG.

CHINESE SMUGGLED INTO BRITAIN.

How Chinese are being increasingly smuggled into Britain with the aid of Chinese crews was commented upon at Liverpool Police Court when Low Kin was sent to prison for six weeks for landing at Liverpool without the permission of the immigration officer. The Bench also decided to recommend him for deportation.

On visiting a Chinese laundry in Stanley-road Det-Serg. Hughes found Low Kin working there, and discovered he had no alien's identity book, registration certificate, or passport. He told the officer that at the end of April or the beginning of May he jumped on board a Blue Funnel steamer at Hongkong, and landed at Liverpool about four weeks ago. He could not give the name of the vessel or the captain, and subsequently stated that none of the officers knew he was on board.

This practice of aliens getting into the country without passports is becoming very prevalent," said Mr. Howard (prosecuting), "and it is regarded by the authorities as a very serious matter."

A representative of Messrs. Alfred Holt & Co., Blue Funnel line, told the magistrates that there was an increasing tendency by Chinese to smuggle themselves into Britain. As Messrs. Holt employed Chinese on their ships they were much exercised to find out who was responsible. It appeared that the stowaways were hidden by the Chinese crews, and many of them landed without the knowledge of the port authorities. In regard to Low Kin's statement as to when he boarded a ship at Hongkong, and landed at Liverpool, none of the Blue Funnel steamers took that time for the voyage.

Mr. Howard said the police, through an interpreter, had tried to get from the prisoner more information as to how he succeeded in getting into the country, but he refused to say anything. After landing at Liverpool he stayed at different addresses in the neighbourhood of Pitt-street until he went to work at a Chinese laundry in Stanley-road.

It was stated that five other Chinamen would be brought before the Stipendiary on a similar charge, having been smuggled aboard a Holt liner at Marseilles.

WEDDING HITCH.

BRIDE OF 24 TAKEN AWAY BY HER MOTHER.

An unpleasant surprise awaited two young people who went to a North London register office to be married. Seated in the corner was the girl's mother, and without warning any words she rushed at her daughter and tore her from the bridegroom's arm.

"So you thought to get married without my consent, did you?" said the mother. "If I stay here all day this marriage shall not take place."

In vain the registrar protested that as the girl was 24 she could marry without any consent, and the mother, after warning the bridegroom of the consequences should he attempt the same thing, took her daughter away.

Telling the registrar not to cancel the marriage notice, the bridegroom hurried from the office, saying he would see the girl's mother and come along later.

He arrived back in the afternoon with the girl, but without the mother, and explained that his bride had not long to spare as her mother would soon return from shopping.

The ceremony was performed and the young people left smiling.

THOS. COOK AND SONS.

MANILA OFFICE CLOSING IN DECEMBER.

The Manila Office of Thos. Cook & Sons, the world famous tourist agents will close on December 1, according to a statement of Mr. J. E. Dye, manager of the local branch. "It is a matter of personal regret" states Mr. Dye, "that it has become necessary to close this office, the more so because it is believed that the world touring parties from the Island could later be arranged, but the policy of the Company is to close offices which are not paying." It is understood that the government support which has been given Cook & Sons, as an inducement to maintain an office in Manila has been withdrawn, and that rental at the Manila Hotel has been increased.

Prominent bureau heads, in discussing the decision of Cook & Sons to withdraw from the Philippines expressed their regret, as through the efforts of the local office, many "Cook's Tour" parties have been brought to the Islands. It is stated that "Cook's" has done a great deal in the matter of introducing the Philippines to world tourists. Thos. Cook and Sons opened their Manila office in 1913. The advent of the World War was very detrimental to business, but during the period immediately following the cessation of hostilities, many parties of pleasure seekers and globe-trotters were brought to the Philippines. The "Cook's Office" in Manila, and throughout every country in the world has come to be known as the information bureau of travellers. No matter whether the tourist is on a "Cook Tour" or not, he goes to these offices for his information regarding the districts he wishes to travel, where he invariably meets with cheerful courtesy. "It is not a very good recommendation for Manila," remarks a well known government official, "to have the Cooks office closed, especially when we should be making every effort to bring tourists to this country."

With the withdrawal of the Cook agency from the Philippines, this will be one of the very few countries in the world not on the schedules of "Cook's Tours."

The Manila agency received letters of inquiry from all over the world, regarding hotels and conditions of travel in the interior of the Islands from those who have read sketches in the booklets which Cook Agencies publish from time to time, and which are available in any of their great chain of offices. Mr. Dye has, with the exception of about two years during the war when he rallied to his Country's Colours, been located in Manila as manager of the branch there of "Cook's," since the advent of the local agency in 1913, and he leaves many friends in that city.

Shanghai papers record the death of Mr. H. F. Hu, who was seriously injured recently at the motor race held at Kiangwan in connection with Barr's Flying Circus. A motor bicycle skidded on turning into the straight near the grandstand, shot through the fence and struck Mr. Hu, who was on the grass track. As a result of the injuries he received at the time, Mr. Hu had to be taken to the Paulun Hospital where his left leg was amputated several weeks ago.

Gangrene set in shortly afterwards and Mr. Hu passed away at the hospital at 12 o'clock on Sunday night October 9. The late Mr. Hu took a keen interest in racing, tennis and swimming and was a well-known figure on the race tracks at Kiangwan where he has been a rider since the inception of the Race Course in 1912. Besides winning numerous races himself, Mr. Hu was the owner of Sun-ripe, a pony that won the Kiangwan Champions in 1913. He was a prominent member of the International Recreation Club, having been associated with it since its establishment.

DAIRY FARM NEWS.

FROZEN FISH

FROM THE SCOTTISH FISHERIES

REDUCED PRICES

FILLET HADDOCK	70 cts. per lb.
FINNAN	60 "
KIPPERS	50 "
RED HERRINGS	25 "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd

WINTER IS COMING. WHY ORDER NEW SUITS, HAVE THE OLD ONES DYED. OURS IS A DYING JOB. NO REST IN PEACE. Hongkong Dyeing & Dry Cleaning Co., (Contractors to H. M. Navy). Hongkong Works—11, Yue Wo Street, East, Telephone 2211. Agents: ASH MEN HING CHEUNG, KAY A. KELLY & Co. 11, Rowloon, R. G. MOHIDEEN—34, Haiphong Road.

DANIEL CRAWFORD'S

FINEST VERY OLD

RED STAR

SCOTCH WHISKY

DISTILLED IN SCOTLAND AND ONLY GENUINE WHEN SIGHTED

Daniel Crawford & Son Ltd. Glasgow.

WING CHEUNG & CO.

SHIP CHANDLERS

AND

GENERAL STOREKEEPERS

No. 105, Des Voeux Road Central, HONGKONG

ROYAL SILK STORE.

Just Received New Consignment of Benares Real Gold and Silver BROCADE for Trimming Dresses, Shoes and Scarfs. We are the Only Dealers for the above Articles & Invite Your Inspection. D. CHELLARAM, 36A, Queen's Road Central.

PRINCE MOBBED

PEASANTS SMASH HIS WINDOWS AND INVADE HIS ROOM.

Prince Xavier of Bourbon Parma, brother of the ex-Emperor Zita of Austria-Hungary, has been staying on the Bourbon estate, near Viareggio, which was lately suggested as a suitable residence for the ex-Emperor Charles, his brother-in-law. The Prince quarrelled with the steward of the estate, named Altamura, and after a violent scene the Prince ordered him to leave within 48 hours.

Signor Altamura was very popular with the peasants, who, by ringing the church bells, summoned a huge crowd, who rushed into the Prince's villa. Smashing glass and destroying flowers, they swarmed up the staircase to the Prince's room and ordered him to retract his dismissal of Altamura, and threatened popular vengeance if he refused. A large detachment of Carabinieri had to be sent for before order was restored.

An agitation is going on among sailors serving on board steamers belonging to the shipping companies other than the Nippon Yusen Kaisha, Osaka Shosen Kaisha and the Toyo Kisen Kaisha, claiming an increase of their pay, reports the *Japan Chronicle*. No formal petitions seem to have yet been presented to the shipping companies concerned, but it is reported that those seamen who have joined in the movement have decided to approach their companies with the demand, through Mr. Hamada, the President of the Japan Seamen's Union. They complain that the withdrawal of the grant of special allowances by their companies in consequence of the prevailing depression in the shipping circles has reduced them to financial straits, and demand that their regular wages be substantially increased.

BRINGING UP FATHER.



